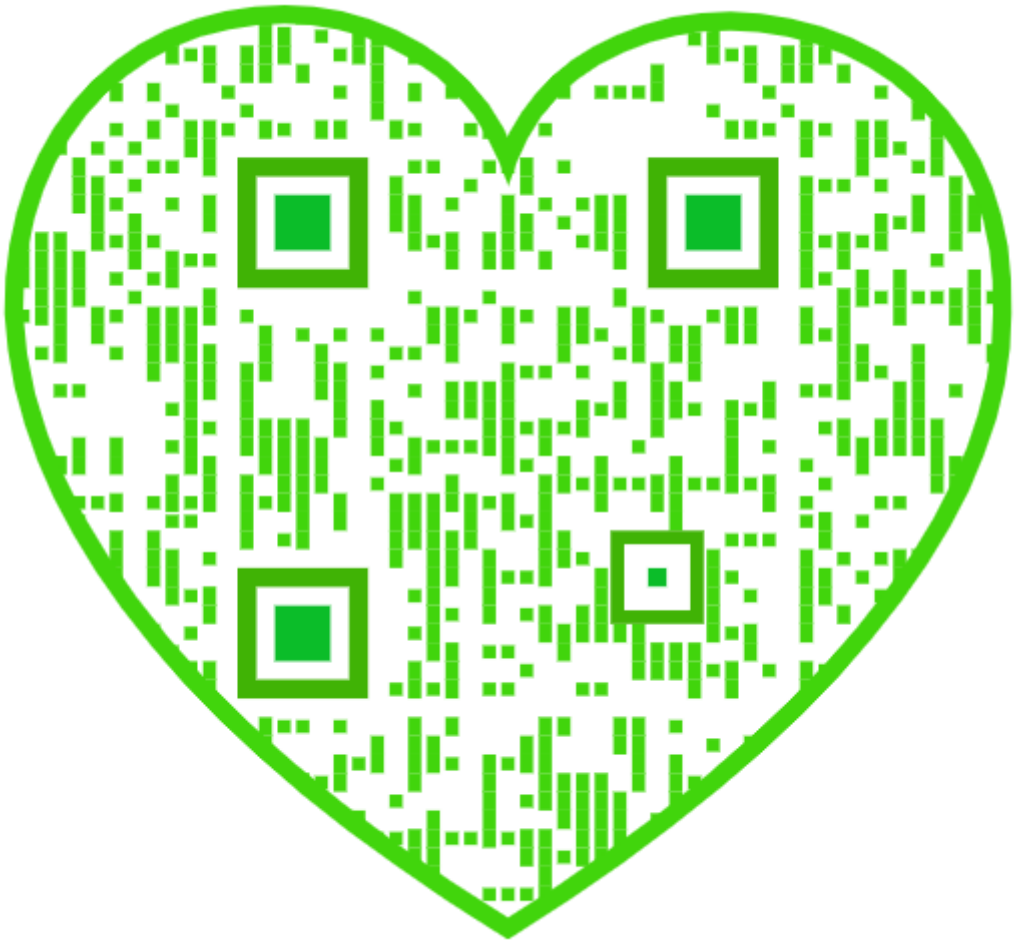
Lovers of the Horse



LOVERS OF THE HORSE

BRIEF SKETCHES OF MEN AND WOMEN OF THE
DOMINION OF CANADA DEVOTED TO
THE NOBLEST OF ANIMALS

TORONTO
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THE British nation is, without a doubt, the most sportsmanlike in the world, and we, the people of its largest and most influential colony, are glad to feel that we are no whit behind the mother country in our sporting instincts.

The Horse is one of our great delights and horse-races, horse-shows and fairs alike bring forth an admiring and ever-increasing throng of fair women and brave men.

Canada seems to be forging rapidly to the front as a horse-breeding country, and Canadian horses are acquiring, on this continent, in Great Britain, in Europe and elsewhere, an enviable reputation for endurance and speed, as well as for general excellence.

While the rank and file of Canadians have doubtless done much to keep alive the sporting instinct by their enthusiasm and encouragement, the pre-eminence of Canadian horses is due mainly to the efforts of a few men and women who, by the expenditure of time, energy and money, and the adoption and maintenance of clean, honorable and sportsmanlike methods, have kept horse-life in Canada up to the very highest standard.

It is to commemorate these men and women and their efforts in the cause of the Horse that this book is published, and we feel that the importance of their work demands the best and most finished setting.

INTRODUCTORY

AS long as the horse lasts, and that will be assuredly for ever, racing will exist. It is in the nature of man to want to test the strength, stamina and speed of the light horse, and it is impossible to imagine that any sane and healthy person, watching the noble animal strive his utmost to cover the ground as fast as possible, will fail to admire the wonderful courage that he displays. Racing is by no means the gambling game that ultra-moralists choose to think it is, and wish to make everybody else believe. There are more people, far more people, who go to the race-course to see the horses run, and for the joy that it gives them to see the noble animal putting forth all his power to win the race, than there are to gamble on his chances. There are, also, other people who think that the suggestion that racing is encouraged for the sake of improving the breed is a myth. It is nothing of the kind, for there is not a type of horse that is not improved by a dash of thoroughbred blood. It would be far better if the people who so bitterly oppose racing would inquire into the thing, and on actual experience base their opinions. The man who condemns a sport that delights hundreds of thousands of his fellow-creatures without making inquiry or investigation is fairly entitled to be considered more foolish than wise. Like all other mundane things, racing is liable to abuse; sometimes it falls into undesirable hands and is made an instrument for money-getting, at all hazards and in any way. But such a thing is the rarest exception and not by any means the general rule.

Racing properly conducted, conducted as the chief clubs in all countries conduct it, is a health-giving and manly pastime, which gives the busy merchant and professional man surcease from worries and care. It gives him rest in mind and peace in body. It makes man strong and courageous and benefits the entire community, by creating a love for the animal and broadening the minds of men. So far as gambling is concerned, people who are bent that way will speculate on anything: they will make the most innocent things instruments to gratify their inclinations. But considering the tremendous number of people who have a love for this pastime, there is not half the damage and injury caused by wagering that there is in many other things that the world chooses to consider legitimate.

However, it is not the object of this article, or of this book, to preach a sermon. Rather is it the desire and wish to encourage and promote the interests of the pastime that has existed from the dark ages, and will exist as long as the world shall last, Puritans to the contrary, notwithstanding. It brings out the best qualities of the horse

and gives him a courage that cannot be got in any other way. In Canada, of late, the sport has made tremendous progress. Time was, indeed, when it was controlled entirely by men whose first object was money-making or money-getting. It is now, in Montreal, Toronto, Quebec, and other places, in the hands of men whose object is sport first and dividend-getting second. These men are actuated by no selfish object, but with the desire to promote the sport of the people and to give the country better horses.

All civilized countries in the world recognize the value of the Thoroughbred. It is pre-eminent in the military horse, the carriage horse, the saddle horse and the hunter; the higher the type of thoroughbred is in the country, the better will be the general quality of the horse. He is not exactly all the foundation of the entire horse kingdom, but he is a very large portion of it. He is the root of the standard-bred, of the trotter and pacer, and has not a little to do with the development of the hackney. If this country is not as far advanced in his breeding, it is because it is a country of practically recent discovery. And yet when there were various British military stations here, there was plenty of good racing, and, consequently, plenty of good horses and handsome horses.

From the military racing of far-gone days has developed the racing of to-day, when the sport is sustained by so admirably managed a club as the Ontario Jockey Club, so enterprising an organization as the recently-formed Montreal Jockey Club, and by the well-managed and fairly-conducted meetings of the Hamilton and Highland Park Clubs. Some people think there is an excess of racing in the country, but at the worst it leads to a large expenditure of money and gives employment to many men and boys. Although the enterprise of Messrs. Seagram, Hendrie, Davies, Mackenzie, Dyment, Dawes, Carruthers, Phelan, *et al*, has not developed any world beaters, many a horse entitled to take rank has been raced in Canada and has gone further afield to prove that his quality is not inferior to that of horses previously classed much higher.

For years Mr. Seagram has been the largest breeder and has spent many tens of thousands of dollars in giving the people pleasure and in racing for the pure sport and love of the thing. The late Wm. Hendrie did the same, and so are his sons doing to-day. Mr. Robert Davies is another warm supporter of the interests of high-class horse breeding. So, too, was the late A. W. Mackenzie and the late Nathaniel Dyment. So, too, are their successors, R. J. Mackenzie and John Dyment. So, too, are Sir Montagu Allan, of Montreal; James Carruthers, of Montreal and Toronto; C. S. Campbell, of Montreal; T. P. Phelan, of Toronto; George W. Cook, of Morrisburg, and many others who figure in these pages and who have done their utmost to keep the game above reproach. There are men, thank God, connected

with the sport whom the most strict cannot accuse of taking any dishonorable advantage or of being unworthy in thought. Year by year their efforts are bearing fruit and the game is becoming cleaner and more worthy of patronage.

Financially the sport was never stronger than at the present time. A few years ago a thousand dollar purse or stake was considered extraordinary; now, if three thousand and five thousand dollar stakes are not numerous, there are at least sufficient of them to warrant the keeping of a good horse especially to strive for them. If the King's Plate, run off annually at the Woodbine, Toronto, and of the estimated value of five thousand dollars, has not done all that might have been expected of it, it has at least elevated the character of the sport and benefited, in so doing, both horse and man. It may seem an extravagant statement, but it is more than probable that nearly half a million of money was raced for over the running and trotting tracks of Canada during the year 1907. And there is every prospect that, with the growth of the population and consequent increase of the sport-loving community, that this sum, in the course of a few years, will be doubled and even trebled. It is idle to say that the sport that requires millions of capital to be carried on is of no value to the country; even the fact that it keeps such a vast sum of money moving is of itself a recommendation that cannot be overlooked.

We, therefore, in dedicating this work to the lovers of the horse in Canada, take pride in trusting that their shadow may never grow less and that the sport will go on and prosper for all time. The names of the ladies and gentlemen who figure in this book are sufficient proof that horse racing has got far beyond that period when its patronage was beneath the dignity of any one.

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THE RIGHT HONORABLE EARL GREY, G.C.M.G.

HIS Excellency the Governor-General of Canada Albert Henry George Grey, fourth Earl of his line, is well-known as a devotee and patron of sport in the highest sense of the word. He comes of a distinguished family. His ancestors rendered good service to the State, sometimes on the field of battle, sometimes in the field of government. His grandfather, who was the second earl, sat for over twenty years in the British House of Commons. He was a Lord of the Admiralty in the Pitt administration, Secretary of Foreign Affairs, and afterwards Prime Minister. His uncle, the third Earl, was for six years—1846 to 1852—Secretary of State for the Colonies, and during that period his name was a household word in Canada.

THE RIGHT HONORABLE EARL GREY, G.C.M.G.
Governor-General of Canada

On the death of the third Earl without a direct successor, the title descended to the present Earl Grey, whose father was Hon. Charles Grey, a general in the army, and second son of the second Earl.

The present Earl Grey was born on November 28, 1851, and educated at Harrow School and at Trinity College, Cambridge, graduating with honors in 1873. In 1878 he became a candidate in the South Division of Northumberland in the Liberal interest, and secured a majority of the votes, but was unseated on a technicality. In 1880 he ran successfully, and sat in Parliament from 1880 to 1885 as a supporter of Mr. Gladstone's administration, and was again returned at the general election of 1885 for the Tyneside Division of the same county. Upon the introduction of Mr. Gladstone's home rule bill he joined the ranks of the Liberal-Unionists, and in offering himself for re-election on Mr. Gladstone's appeal to the country, was defeated. He did not sit again in the Commons, and in 1894, upon the death of his uncle, succeeded to the peerage.

At the time of his succession to the title Earl Grey was in South Africa, where he acquired the reputation of being a cautious and capable statesman. Having strong

Imperial sympathies, he was regarded as the logical successor to the late Cecil Rhodes, as administrator of Rhodesia, and in fact during 1896-97 he acted in that capacity. It was under his *regime* that the Matabele rising occurred, and was finally quelled, and it is universally conceded that Earl Grey was largely instrumental in arranging the basis of settlement, which has resulted so satisfactorily to that important district of South Africa.

In 1904, upon the retirement of Earl Minto— whose wife is Earl Grey's sister— Earl Grey was appointed Governor-General of Canada. It is acknowledged by all that he has discharged the duties of his high office to the entire satisfaction of the Canadian people. He has studied the conditions of the country at first hand; he has manifested a deep personal interest in the concerns of all its diverse sections; he has used his influence to promote good feeling between the races and he has so arranged public affairs that government has proceeded along the lines of the well-understood wishes of the people; while his influence has always been in favor of measures which would advance the social well-being of the Dominion. Among the subjects attracting his special attention are forestry, education, prison reform, the stamping out of tuberculosis, the beautifying of homes, and the preservation of ancient landmarks of historical interest.

His Excellency is not only a great lover of horseflesh, but is a capable judge of it as well. His stables at Howick House, the family seat in Northumberland, are widely known, and the local hunt receives a generous measure of his patronage. The Earl first rode to the hounds with the Cambridgeshire pack, and having a good seat, and being at all times well mounted, he was usually in at the death, although the country is one of the most difficult in England.

His estates in Northumberland consist of 17,000 acres, and as a large proportion of this is bare moorland, it affords opportunity for four-in-hand driving, of which the Earl is particularly fond, as he is an excellent whip. The Governor-General has never failed to be present at the principal race meetings when in Canada, and has always been a delighted spectator at the horse shows in Montreal and Toronto. His close attention to the horse is often the subject of comment, and he is always pleased to find that the selection of horse-flesh indicates that his predilections in this regard have not passed unnoticed. When opening or proroguing Parliament Earl Grey drives behind four perfectly matched bays, and upon entering or leaving his carriage his eye unconsciously passes over their glossy coats and perfect accoutrement.

His Excellency possesses many qualities which endear him to the Canadian people; he has a kindly, happy nature, which nothing seems to disturb. During his occupancy of the high office of Governor-General of Canada, he has done much to strengthen the ties which bind this Dominion to the Mother Country. He is a strong Imperialist, and he has done his best to impress upon Canadians that they are, with him, citizens of a great and growing Empire.

THOROUGHBRED RACING IN CANADA

WHEREVER English-speaking people come together there will be sport, and in nine cases out of ten it will be racing, for there is no absolutely new country opened up without the man on horseback, and there is something invigorating in racing that does not pertain to any other form of sport. Baseball, lacrosse, cricket, in fact every other outdoor game, takes more than two to make an interesting contest, but put a couple of men on horseback, and there are bound to come moments when they will try the merits of their steeds. In this way doubtless racing commenced, until finally it became a matter of wagering. And, speaking of wagering, history does not tell us of a single type of aborigine that has not some form of gambling. Even religionists, and the straightest-laced of them, have no doubt put their hand into the pristine grab-bag, or played the apparently harmless Lotto, the forerunner of the insidious game of Keno, that vagabondizing method with which nearly every man who has travelled the South is to a greater or lesser extent acquainted. Probably the promoters of church bazaars when they establish the lucky bag, or grab-bag, or the fish pond, do not recognize that they are sowing the seeds of a pernicious form of gambling, which, in later life, they will expect the very children that they are encouraging to denounce.

As a distinguished clergyman has said, it is very difficult to discover, either in business or in sport, where gambling commences and legitimate speculation leaves off. Anyway, it is certain wherever there has been horse racing, there has been speculation as to the result. Wagering is inherent in the human system, and none of the laws, divine or human, that can be made, will ever entirely eradicate the tendency.

Racing in Canada, it is tolerably safe to say, came with the pioneers, although probably as a recognized sport, it was the military who first set the game afoot on these broad acres. Whatever the beginning, it is certain that, as a sport, racing has progressed and thriven. It may be that there has been a disposition to overdo the thing, and that some individuals have manifested a keener inclination for the dollars, come whence they may, than they have for the interest of the sport or the welfare of the people. That, perhaps, to a certain extent is unavoidable, for just as gambling, wagering, or speculating is inevitable, so there will always be lower human strata composed of people that will take advantage of the weakness of their fellow-beings. In the olden times in Canada, the officers attached to the garrisons, which were then stationed at different places in the country, got up races for small wagers, or gifts given by the regimental mess, or possibly the Colonel in command. This, of course, was pure, unadulterated, legitimate sport, arising out of a desire for amusement. As the years went by a new order of things sprang up, and people organized to carry on race meetings. Still, if reports are true, the methods pursued at the beginning to win were not always as gentle as they might have been, and bumping, thumping and crossing were not unknown to the officers who, in many cases, could trace their pedigrees back a great deal further than could the thoroughbreds they bestrode.

Time went on, and the officers left us, but the love for racing, for outdoor sport, for the competition between living things, continued, and little by little racing progressed, until to-day the competition is for thousands, where in the good old days, the rare old days, it was for tens. And, let it here be said that the sport was equally as keen and quite as much enjoyed then for the smaller amount as it is now for the larger. The writer is old enough to remember when he considered that there was no finer sport forthcoming than that given by the Hunt Club of the day, at which there was no gate money taken, but the huntsman merely stood with his cap in hand, and visitors dropped in whatever they felt disposed to give. The prizes to be won were comparatively small, but the racing was keen, and the fields were as large as they are at a latterday O.J.C. or any other meeting. At that time there were probably ten gentlemen riders, that is, gentlemen who were willing and had confidence enough to ride in public, to one to-day. Those, to the writer's thinking, were really the good times of sport—the times when men raced just for the love of the thing, and for the exhilaration of flying through the air with a good substantial back beneath them. Even our pedantic friend, Samuel Johnson, declared that there was nothing equal to the pleasure of motion. At that time he was realizing his idea by driving through the wilds of Scotland, and, what the greatest lexicographer of his own, or probably any other age, experienced, so has every other man or woman who is healthy in disposition and broad in mind.

There is nothing intrinsically wrong in racing, and even the most narrow-minded person can ever say, with truth, that there is. There is this much to be said that in the betting or wagering on one horse against another, the man who wagers, or the man who gambles, has an opportunity to see what is going forward and to judge for himself, so far as his ability permits, of the prospects he has to win. In other forms of speculation, such as buying distant stocks, or even home-bred stocks, on margin, he has no such opportunity. But I have been diverging, my subject is racing in Canada, and I have been merely excusing its existence—possibly in excusing I have, in some people's minds, strengthened the accusation. However that may be, racing commenced in this country with the pioneers, continued with the military, and finally found a resting place with the short-pedigreed, so far as the soil is concerned, native.

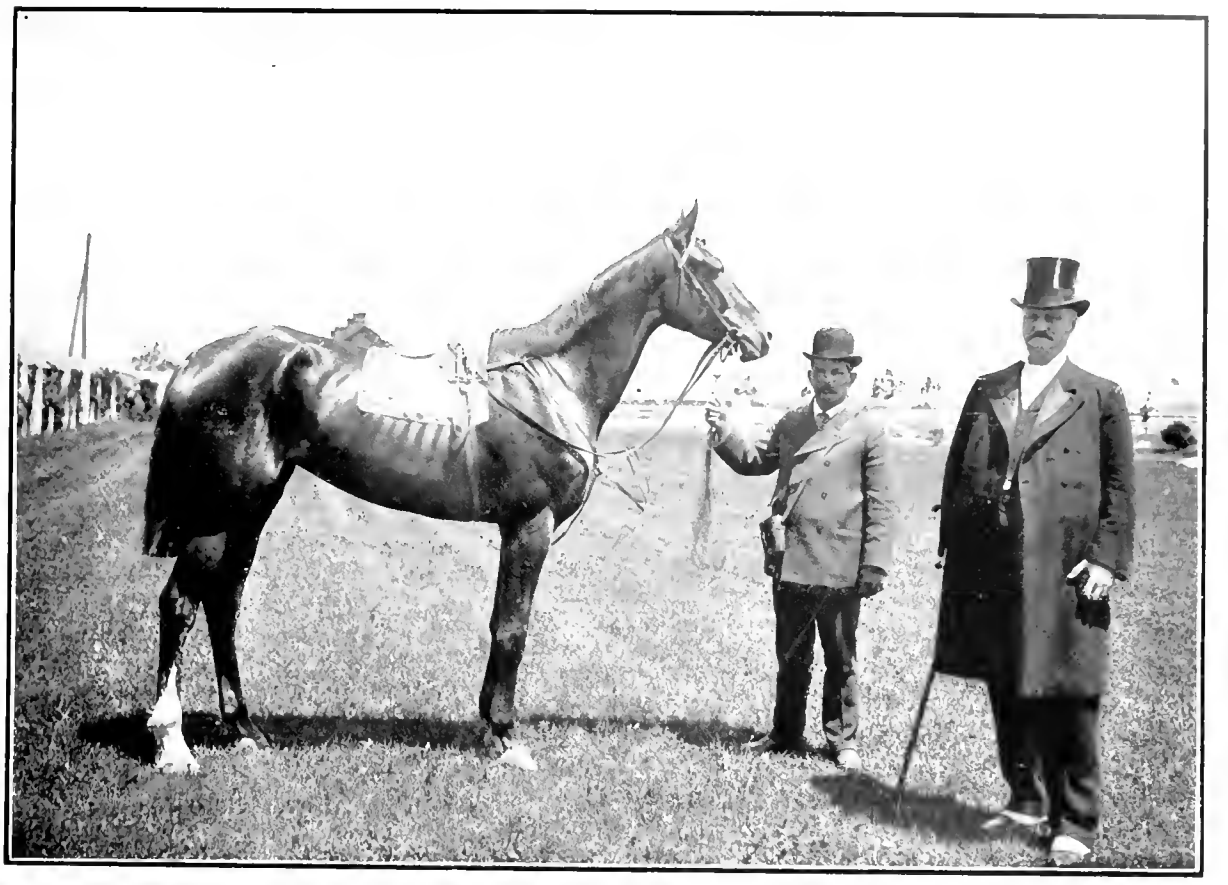
The progress of the game, until recent years, was gradual. Barrie at one time was a racing centre and boasted perhaps the best mile track in the Dominion. Whitby was also a place of renown for turf men, and a distinguished citizen of that burgh, good old John Stanton, can still tell of memorable contests that took place at the town that produced that family of sportsmen, the Rays. In fact, in those days there were running race meetings at Prescott, London, Ottawa and at many other points in the Province that now know them no more. The Ontario Jockey Club, and other clubs of presumption and assumption, have offered such inducements to horsemen that smaller cities and towns have found it impossible to compete. As a consequence, instead of meetings devoted entirely to running, we find an odd running race here and there tacked on to a trotting and pacing programme. Whether this is to be regretted

or not, it is not the province of this article to suggest, suffice it to say that racing has gone out at many towns where it formerly flourished and has centred itself, so far as running is concerned, in the big cities like Montreal, Toronto, and Hamilton. Protracted meetings are given at Windsor and Fort Erie, but their strength and their custom are largely from the neighbouring cities of the United States, and as a consequence they are hardly entitled to extended notice in an article devoted to the progress of racing in Canada.

Prior to the coming of the Ontario Jockey Club, there were a number of race tracks in Toronto, one of the most notable being where Toronto Junction now stands, known in those days as Carlton. Another important race track was known as Newmarket, which is still in existence, although rarely used, a mile or two outside the city limits. On both these tracks some very famous races were run, and some very prominent people took part therein. But, racing in its modern aspect can fairly be said to have commenced with the inception or organization of the Ontario Jockey Club. That club had the usual small beginnings, less money being given per meeting than is now offered in a single day. Purses aggregating $200, and extended over ten races, were considered liberality indeed. In these times, a single day that does not see four or five thousand dollars hung up, is scarcely considered worth mentioning, or patronizing. At the O.J.C. spring meeting of 13 days, in 1908, 82 races were run, and $70,000 was given in added money. By added money, perhaps should be explained, is meant the amount of the purse added to the stake or entrance fee of the different horses engaged. In bygone times the entrance fee or stake accrued to the club, but now, such is the liberality of the management, it goes to the horse-owners. In fact, the one effort of the O.J.C., next to the promotion of sport of the highest kind, has been to aid the horse-owner, to whom the public is really indebted for its pleasure. In England, to this day, owners race practically for their own money. Take the great Derby, for instance, which is announced as worth 6,500 sovereigns; of that probably six thousand pounds is derived from the fifty-pound stake put up by the owners of starters, and from the forfeits of nominators who fail to allow their colts or fillies to compete. In Canada, the O.J.C. has set the liberal example of not only giving the stakes to the owners, but of also adding a generous sum. As a consequence, while the owner of the horse first past the post may not receive as much from the winning of the Toronto Cup as Chevalier Ginistrelli did for landing the great Epsom event in 1908, the club itself is out quite as much as are the promoters of England's foremost classic. This marks the progress that the sport has made in Canada.

Following the Ontario Jockey Club has come the Hamilton Jockey Club, and later the Montreal Jockey Club, each of which organizations gives from $40,000 to $50,000 per annum to be raced for. These clubs have meetings extending over three or four weeks in the year, but Fort Erie and Windsor race longer, and undoubtedly in their way contribute to the success of the other gatherings, for they help to afford owners racing for an important part of the year, and thus enable them to bring along larger stables and better horses.

A contribution such as this to so valuable a work as "The Lovers of the Horse" would be incomplete without some reference to the men who have fostered the sport of thoroughbred racing. The Lowells, of Galt; the Whites, of Halton, were much to the fore forty and fifty years ago, and so, too, were the Hendries, who have lasted down to the present day. Then John and William Hendrie—the latter of whom was the first honorary member in Canada of the English Jockey Club, only passed away in 1907—rode their own horses. So, also, did Dr. Andrew Smith, the veteran ex-principal and founder more than 60 years ago of the Ontario Veterinary College, while Mr. Robert Davies had a winning mount in the Queen's Plate race of 1871. These men have all contributed largely both to the maintenance and progress of racing in Canada. They have been aided in their undertaking by the Dyments of Barrie, Nathaniel and John; by the late J. P. Dawes, of Lachine, who passed away in 1908; by the late Joseph Duggan, owner of the Woodbine property in Toronto; by the late Wm. Christie, Vice-President of the O.J.C.; by G. W. Torrance, not so much as an owner, but as a valued member of the executive of the O.J.C.; by the Meads, J. H. and C. T.; by James Carruthers, now of Montreal but formerly of Toronto; by E. King Dodds, he of the ever-ready voice and pen; by the late Sir Frank Smith; by many other men of rank and talent, some of whom have figured prominently and some of whom have not, and more than all by the late Mr. T. C. Patteson, a giant in sporting literature, and a one-time owner, with ambitions and aspirations; and Mr. Joseph E. Seagram, the foremost of them all, President of the O.J.C., honorary member of the English Jockey Club, and a man entitled to rank with the biggest-hearted, most liberal promoters of racing, and largest owners on the American continent.



LYDDITE—WINNER OF THE KING'S PLATE (50 GUINEAS), 1902, MAPLE LEAF STAKES, BREEDERS' STAKES, ONTARIO JOCKEY CLUB, TORONTO, ONT.

WILLIAM HENDRIE

IT has been truly said that the late William Hendrie, of Hamilton, Ont., at the time of his death President of the Ontario Jockey Club, was the dean of the Canadian turf. No man had done more to elevate what people are pleased to call the "Sport of Kings" than had the Laird of Valley Farm. His interest in the turf was solely because of his love for it, the financial returns not being commensurate with the thousands of dollars he spent. He had all the qualities of a sportsman of the old school, the betting ring having no attractions for him—in fact he never wagered money on a race, even when his own horses were running.

Mr. Hendrie was the first Canadian to have the distinction and honor of being elected an honorary member of the English Jockey Club. In the year 1906 the news of this esteemed honor was conveyed to him through the Governor-General, Earl Grey. As a young man Mr. Hendrie had the opportunity of acquiring the love for riding which he retained to the time of his death. His earliest remembrance was the following of the Renfrewshire and Lancashire fox hounds and occasionally Lord Eglington's pack in Scotland.

THE LATE WILLIAM HENDRIE

Mr. Hendrie's connection with the turf dated back many years, long before the Ontario Jockey Club was organized; and the famous colors, brown body, yellow sleeves and cap, are well known, not only on the Canadian tracks, but in the United States as well.

In 1862 he rode the bay gelding, Mark Tapley, to victory over a steeplechase course of twelve stiff jumps. On May 21, 1864, great interest was taken in the match race between Mr. Hendrie's "Rifleman" and James White's "Donna Maria," the former, who was ridden by John Hendrie, winning. Mr. Hendrie was Secretary-Treasurer of the Hamilton Racing Association in 1867. He was one of the fathers of the Ontario Jockey Club, and was a judge at its first meeting in 1881. He became President in 1889 and held the office for several years, retiring in favor of the late Sir Frank Smith, and succeeding again to the honor on the death of Sir Frank. Mr. Hendrie also organized the company which built the Hamilton Jockey Club track.

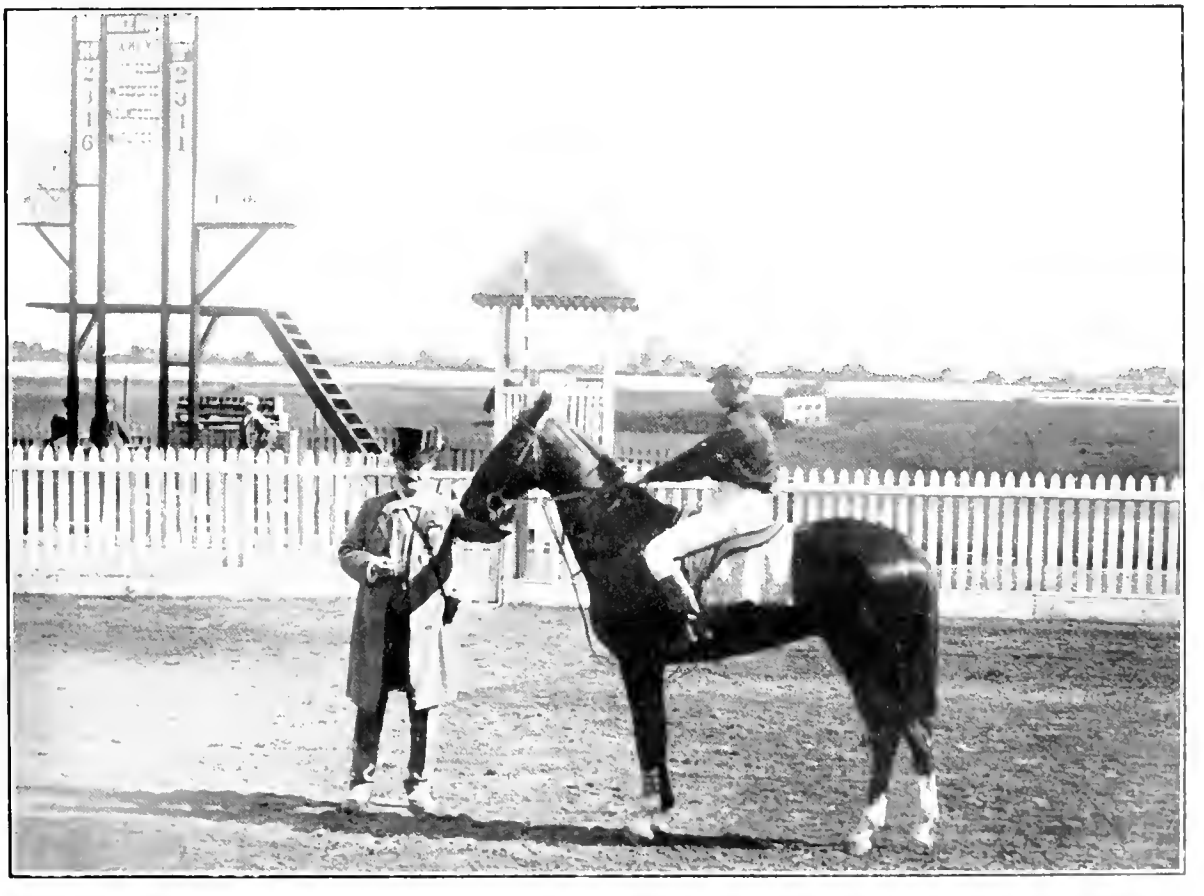
Year after year Mr. Hendrie had candidates in the Queen's Plate, and although they were not successful he never became discouraged, but pluckily kept at it. Several times his horses finished inside the money, but it was not until 1899, when Butter Scotch was returned the winner, that he was rewarded for his perseverance.

In 1902 Mr. Hendrie had the honor of winning the first King's Plate with Lyddite. It is the ambition of every Canadian turfman to win the King's Plate with a horse of his own breeding, not because of the value of the purse, although it has been increased every year, but it is a matter of pride to win a premier race, especially when this race is the oldest fixture in America. From the time the youngsters are foaled they are closely watched, and their yearling trials are awaited with interest, and even if they show promise at two years old, they are not allowed to race for fear of winning, which would disqualify them, the big Canadian event being exclusively for maidens. Every year the prominent Canadian turfmen have from fifteen to twenty Province-bred foals, but when the time comes to enter them for the plate not more than four or five of them are worthy of being nominated. This goes to show to what expense turfmen go to land the coveted Guineas.

The Hendrie breeding establishment is Valley Farm, about five miles from Hamilton, on the Plains road. It is a beautiful place, the lower part of it overlooking Burlington Bay. There are large and commodious barns for the brood mares, yearlings, weanlings, stallions and horses in training. Everything about the place is kept neat and in first-class order. There is excellent pasture for the horses, the farm-house is large and comfortable, the walls of the rooms being adorned with pictures of famous race-horses. There is also a training track of five furlongs on the farm. The soil is dry and sandy, enabling the trainers to work the horses early in the spring.

Shortly after the death of Strathspey, Mr. Hendrie bought the imported stallion Derwentwater, by Doncaster-Thorwater, who was most successful in the stud, Butter Scotch and Lyddite, the Plate winners, both being sired by him. He was also the sire of the fast mare Springwells, The Provost, Ayrshire Lad, Denham, Ayrwater and other good horses. After being at the farm for a number of years, Derwentwater was shipped to Nashville, Tenn., where he died as the result of an accident on the cars.

While the late Mr. Hendrie won many races with horses of his own breeding, his greatest success was with American thoroughbreds. Pee Weep won the Iroquois



MARTIMAS—WINNER OF THE FUTURITY, 1898; THE RANCHO DEL PASO STAKE; NIAGARA STAKE; CANADIAN DERBY, NAUTILUS STAKE TORONTO CUP; SPENCER HANDICAP. TOTAL WINNINGS $52,000

Stakes at Saratoga some years ago; the mare is still at the farm, being the dam of the good race mares Laverock and Kelpie. He also owned Versatile, Coquette, Dumbarton, Cardinal, Harvey, Plum Tart, Looram and Gold Car, who won a number of important events. But Mr. Hendrie's greatest triumph came in 1898, when he won the Futurity, the richest event for two-year-olds in the world, with his grand horse Martimas, by imported Candlemas. Mr. Hendrie had the proud distinction of being the first and only Canadian to win this event. It was a matter of some pride to him, that he bought the colt himself at the yearling sales in New York, paying $750.00 for him. As a yearling Martimas showed lots of speed, and in the spring of 1898 Trainer Eddie Whyte was very patient, reserving him for a couple of stakes at Montreal and Fort Erie. The colt started at Saratoga, where he was beaten by Kentucky Colonel and Kinley Mack. Then came the Futurity day. There was a large field entered, and as a consequence a long delay at the post ensued. Harry Lewis had the mount, and, saving the colt as much as possible at the post, when the flag fell, he was off in a good position. Martimas ran true and game, and won the purse of $36,610 by a couple of lengths, High Degree being second and Mr. Clay third. Some days later Martimas finished first in the Flatbush Stakes, conceding weight to the best two-year-olds of the year, but he was disqualified for an alleged foul and the race given to Autumn. The same year Martimas won the Rancho del Paso Stakes. As a three-year-old Martimas won the Canadian Derby and other rich stakes, his total winnings amounting to $52,000.00. He is now doing duty at the farm with the once great sprinter Harvey.

Mr. Hendrie did not, however, confine his energies to the breeding and racing of thoroughbred horses, but for some years was identified with the improvement of heavy draught horses in Ontario, and in the early days imported many Shire and Clydesdale stallions to accomplish that purpose. For many years he took an active interest in Agricultural Societies throughout Ontario, both as an official and as an exhibitor of sheep and shorthorn cattle, when occupying the old Brant Farm, near Wellington Square, Burlington.

William Hendrie was born in Glasgow, Scotland, in 1831, and passed away at Hamilton, Ontario, June 27, 1906. On the paternal side he descended from a family which left France during the religious persecution of the seventeenth century, and settled in Ayrshire and Dumfriesshire, Scotland. His parents were John and Elizabeth Strathearn Hendrie. Mr. Hendrie was educated at Glasgow High School, and for a couple of years after he graduated, he studied law. It was in 1855 he came to Canada, in the interests of the Great Western Railway. For many years he carried out a number of extensive contracts in railway building, both in Canada and the United States. In 1855, he and his brother George organized the present cartage system in Canada in connection with the Grand Trunk Railway, and, with the late Mr. John Shedden, carried the scheme to its present successful issue, the Companies now operating under the name of Hendrie & Co., Limited, and the Shedden Forwarding Co.

JAMES CARRUTHERS

VERY rare, indeed, is the man who can combine business with racing and make both pay. We have many examples in Canada and the United States of rich men who, wishing for the relaxation which comes to the followers of the turf, have spent a great deal of money in thoroughbreds without ever being able to make the sport pay. We have also many men who make a business of the turf, and who get a comfortable revenue from the sport.

But the business man who gathers together a string of race-horses, gets all the pleasure from racing them at convenient places, and still makes his pastime a financial success, is not often found. Mr. Carruthers, however, has been racing for a dozen years, and it is doubtful if he has ever had a losing season.

JAMES CARRUTHERS

James Carruthers was born in the City of Toronto in the year 1853, where he made his home for the earlier part of his life, afterwards moving to Montreal, where he has spent the last few years. He was educated at the Grammar School, Toronto, from there going into business. His first venture was with a grain exporting firm. He took advantage of every opportunity offered to him, and gained a more practical knowledge of this particular line in the business world than the majority of men. He started in business for himself early in life, and the firm grew so rapidly that a company was formed, of which Mr. Carruthers was made president, holding this office at the time of writing. Being interested in the far west, a branch office of the James Carruthers Company was opened at Winnipeg, and later at Montreal. There is probably no better known or thought of business man in the Dominion of Canada than the subject of this sketch, who is interested in many large concerns outside of his own company. Mr. Carruthers is President of the Toronto and Montreal Steamboat Company, the Hiram L. Piper Company, the Montreal Contracting Company, the Montreal and Lake Erie Steamboat Company, a Director of the Dominion Bank, the Royal Marine Insurance Company, the St. Lawrence and Chicago Naviga-

tion Company, while he is a prominent member of the Montreal Board and Toronto Board of Trade, and an ex-President of the Montreal Corn Exchange.

Encouragement of the horse has been Mr. Carruthers' motto from early boyhood and he has always approved of his sons following his example. He not only takes an interest in the thoroughbred, but in show horses as well, and has owned some good ones in his day. He owned the mare Phyllis, who beat the famous high jumper Rosebery at the Toronto Exhibition some years ago. In his early days Mr. Carruthers was looked on as one of the best gentleman riders, and was a regular attendant at runs with the hounds, being invariably well up at the finish. He is not only a well-known horseman, but was one of the famous Ontario Lacrosse Team of Toronto. He played with the Ontarios for several seasons, and on retiring from active membership he became a referee of some standing, officiating at many noted games played in Montreal and Toronto, the two great lacrosse centres.

James Carruthers started his career in the horse world by the purchase of hunters and saddle horses for his own use. He was then persuaded to go in for racing, his first start in this way being when he joined partnership with Alex. Shields, the stable being registered as Carruthers and Shields, its colors, red and black, being well known on the American turf for the many stakes won under them. The first horse of note of this stable was Topmast, a very useful performer, who soon was as well known on the California tracks as on the race courses about New York. He could travel for a week on a railway train without losing his form, and was in many respects a remarkably consistent campaigner. The next famous horse that Mr. Carruthers secured was the mighty Advance Guard. This son of Great Tom and Nellie Van was brought to the northern circuit by an agent of Eugene Leigh. He was a big two-year-old at that time, and was slow to get in motion, but horsemen remarked that once the colt got started, he seemed to be able to go any distance. After winning a couple of races at Windsor, he passed into the hands of W. Barrick, who brought him to the Woodbine track at Toronto, where he was purchased by Carruthers and Shields, and from that time until the day of retirement he was one of the bright stars of the American turf. He carried all kinds of weight, ran all distances, and was always either in front or fighting it out strongly at the end. At one time or another he defeated nearly all the horses of his age in America.

Advance Guard was retired to the stud after having won nearly sixty-seven thousand dollars in stakes and purses. He will live in the memory of turfmen, along with such horses as Hanover, Hindoo, Correction, Inspector B, Tenny, Imp. Lamplighter, Sysonby, Hermis and Irish Lad. He was perhaps the greatest horse ever owned by a Canadian.

When the partnership between Mr. Carruthers and Mr. Shields was dissolved a few years ago, Mr. Carruthers formed the Queen City Racing Stable, with Mr. T. P. Phelan, of Toronto, as a partner. One of the best horses owned by this stable was Ben Crockett, a fine strapping son of Ben Holladay. Ben Crockett won frequently over the jumps, and in long races on the flat. He has to his credit two victories in the

Maximum Stakes at Washington, which, being at the trying distance of three miles, was the longest race of the year on the eastern turf, and one of the severest tests which could be given a race-horse.

Mr. Carruthers was one of the first to realize the necessity of having a Jockey Club and an up-to-date racing plant in Montreal, and when the proposition was laid before him, he became a very warm supporter. On different occasions when the new track was in its infancy and vastly different from the powerful organization conducting races at Blue Bonnets to-day, "Jim" Carruthers put his shoulder to the wheel, and gave his time and money to further the scheme.

He has been a member of the executive of the Montreal Jockey Club since its inception, and is one of the original seven charter members of the Club. His practical knowledge of racing and intense love of the sport, with his efforts to place the turf on the highest possible basis, combine to make him a man of the greatest value to a jockey club. Mr. Carruthers is also one of the oldest members of the Ontario Jockey Club.

THOMAS CHARLES PATTESON

WHEN Thomas Charles Patteson died, the Nestor of the turf in Canada, and the founder of the Ontario Jockey Club, passed away. Although within two or three weeks of completing his 71st year, having been born Oct. 5, 1836, ten days before death came he was apparently in his usual health, and was taking his customary lively and intelligent interest in mundane affairs. A week previously he was in the Toronto *World* office, and, after ascending the editorial stairs briskly, conversed lightly and interestingly on the record achievement of the then new Cunarder, the Lusitania, at the same time chatting with knowledge of the performance of other of the ocean greyhounds. Mr. Patteson's wide circle of acquaintances, it might be here noted, included chiefs of the marine world, and it was primarily through him that the late C. A. Pipon, who met his death in a railway accident near Bristol, England, became agent for the White Star line.

THOMAS CHARLES PATTESON

A man of rare parts went from among us when Mr. Patteson's spirit took flight at midnight on Friday, the twentieth day of September, 1907. His memory was marvellous, and his knowledge of men and public affairs, not alone in Canada but in Great Britain, was probably unexcelled. No man could die, but, if he were of any note, Mr. Patteson had a good, or at least an interesting story to tell of him. What he read, or what passed his way, he seemingly never forgot. His powers of observation were illimitable, and his thoughts quick and prompt, and generally unerring. He was, in spite of a certain arbitrariness that often provoked hostility, a man of generous, considerate and kindly disposition. A day seldom passed that he was not using his influence, begotten of his extra wide circle of acquaintanceship, in trying to secure some unlucky wight a wage-earning position. It was to him probably more than to any man in Canada, that parents in England having wayward sons or friends whom they wished to place in positions here, made representation. No deserving man or woman ever sought the good offices of Thomas Charles Patteson in vain.

In the good old days of the Great Western and Northern Railways, when Brydges and Cumberland were the respective chiefs of those roads, many were the Englishmen who secured appointments through his aid. And so it was to the end. Sound, useful advice and level-headed counsel were always to be had from Toronto's Postmaster of that day for the asking. Thirty-five years ago the writer of this was chief proof-reader on the then recently established *Mail*. A year or two afterwards an ex-member of one of the learned professions was a member of the proofreading staff. His habits were "a bit off," and a bottle of supposed tea undoubtedly contained something that inebriated as well as cheered. Towards midnight this gentleman was frequently in a condition for sleep. It became a question of discharging him, and Mr. Patteson walked with the writer from the *Mail* office, which was the old Metropolitan Hotel transformed, to the postoffice and back, discussing the matter. That the place could not be made a refuge for incurables was certain, "but," said the managing director, "you'll have to tell him. I can't." And that fairly represented the kindly disposition of the man.

It was not only by the seekers after employment that Mr Patteson's sage counsel was in demand. Newspapermen, masters of hants, promoters of various enterprises, were accustomed to take advantage of his wide experience and extensive knowledge. He was heard to say once: "If I charged for consultation the customary legal fee, my official salary would be trebled." And that was an undoubted fact. It was his willingness to help that led the late "Deacon" or Joseph Duggan to go to Mr. Patteson to see if something could not be done towards the improved utilization of his Woodbine property, and the placing of racing on a better footing and a higher plane. Mr. Patteson, with no thought of the valuable service he was gratuitously rendering, at once set to work to interest sundry prominent men. Having secured a promise of their co-operation, he called a meeting at the Queen's Hotel, over which the late Sir Casimir Gzowski presided, and subscribed $500 towards the sought-for capital of $10,000, signing the stock book with the remark, "There, that's all I expect you want of me," and then surrendering the chair. However, Sir Casimir's interest continued, and, under his auspices and those of Colonel Cumberland, William Hendrie, Dr. Andrew Smith, William Christie, Robert Davies, the Meads, J. H. and C. T., E. King Dodds, and other men of the time, the Ontario Jockey Club came into existence and set out on a somewhat checkered path, but still one that from its commencement has had but a single object—the elevation of racing and the corresponding development of the thoroughbred.

Flood, frost and rain played plentiful parts in the early years of the O.J.C. in preventing unalloyed success, but Mr. Patteson and his associates persevered, with praiseworthy devotion and self-sacrifice. One lucky day the Postmaster secured the promise of Governor-General Lord Lorne and the Queen's daughter to attend the May meeting. Racing prospects in Toronto then and there received the stamp of social success which has never since left it. With wise management, the club from that time has gone on and on, until to-day, despite the puritans who have simply brought chaos where order

formerly prevailed, so far as the laying and paying of wagers is concerned, there is none on this continent that stands in higher repute.

While the dispute that arose in Joe Miller's year—that is, the year 1894, when he won the Queen's Plate—over the postponement in consequence of a heavy downpour of rain, led to reorganization and, in some respects, to a change of programme, and even of policy, the objects of the club have remained the same; and whereas the red-coat races that, in Mr Patteson's time were a prominent feature, have passed, and for the nonce sundry values were reduced, the latter have not only been restored, but in the case of the Toronto Cup, have been doubled, the former have been succeeded by fields of cross-country performers that, prior to 1894, were unheard of and unthought of. Thus the tree, that the widely and sincerely lamented deceased planted, continues to bear good fruit and to retain the good-will of all rational and reasonable people.

But Mr. Patteson, in ceasing his active participation in racing affairs, did not relinquish his love of the game or his admiration for the thoroughbred. These he retained to the last, and during the year usually managed to see several of the great races run in the New York district, and also to inspect the cracks of the day. Nor were his trips to Brooklyn or Sheepshead Bay the only way in which he maintained his interest. For years it was his custom to have a wager of $100 with a prominent Toronto bookmaker that Mr Seagram would win the Queen's or the King's Plate. Of course, the account was, more often than not, on the right side, although in late years there has been some divergence. Then, too, his pen was tireless. Only a few months before he died he concluded a series of most valuable and interesting articles in The Kentucky Thoroughbred Record, about the collection and publication of which, in one volume, he had consulted the writer. It was not only to Canadian and United States papers that he was a frequent contributor, but Vanity Fair and other English periodicals and papers often contained graceful and knowledgeful contributions from "T.C.P.," than which, in turf journals, no initials were better known for thirty or forty years. His memory, as has been said, was prodigious, and his acquaintance with both the American and English stud-books was profound and deep. One of his hobbies was the naming of horses. For years he named Mr Seagram's youngsters, and also those of Mr Robert Davies. He maintained an extensive correspondence with men of note in Britain, and not infrequently suggested names for the colts and fillies born on celebrated farms there. It was Mr Patteson who suggested to the Duke of Portland, Airs and Graces, for his Oaks winner by Ayrshire, and to Sir John Thursby, Grave and Gay, for his daughter of Henry of Navarre.

It was during the sadly brief premiership of Sir John Thompson, that Mr. Patteson secured the insertion of the clause in the Criminal Code intended to except incorporated race tracks from the action of the Gambling Act. This clause was framed by the deceased, on whose shoulders Sir John pointedly said that he would have to place the responsibility. That the clause was intended to invalidate the disorderly-house contention, so far as incorporated tracks are concerned, is as certain as that the world

exists. Unfortunately it was literal interpretation, not literal evidence, that governed the nullifying decisions of the courts, both at Toronto and Ottawa, and it was the letter, and not the spirit, of the law that it was somewhat inconsistently ruled must prevail. Thus the good intentions of the now dead Nestor of the Canadian turf went by the board.

Although many leading men of the turf in the United States as well as in Canada, including D. D. Withers, A. J. Cassatt, J. G. Lawrence, Galway, Hunter and other respected old-timers, were all pleased to consult and chat on horse matters with the then Master of the Vansittart Farm at Eastwood, racing and race-horse breeding were not the only sports or pastimes in which the deceased manifested enthusiastic interest. At running and jumping, in his college and university days, he was expert. He was also a good oarsman and an excellent authority on rowing. But it was cricket that, in outdoor games, was his idol. At one time he wrote as many articles probably on Britain's national game as on the horse and its attachments. "A man isn't a horse because he is born in a stable, but perhaps the fact that I was brought up at Hambledon, in Hampshire, the birthplace of cricket, may have led Mr. Hall to think that I was born a cricketer," he wrote in "Sixty Years of Canadian Cricket," a formidable and ambitious volume, for which Messrs. J. E. Hall, of Toronto, and R. O. McCullough, of Galt, were responsible. "A century ago," Mr. Patteson went on to write, "the Hambledon eleven could have beaten any twenty-two in England. In that Hampshire village, full of sportsmen who ranked with the best in Britain, I played many a match." He then tells how he was a postmaster at Merton before he was postmaster at Toronto. It was in 1858 that Mr. Patteson first played in Toronto. His place was behind the wickets, and as a wicketkeeper no man in Canada of his time was his equal. He captained the Canadian elevens which played the United States in 1859 and 1860, the first match being on the old McCaul and College grounds in Toronto, when the "Yanks" (ten were English) won by four wickets, and the second at Hoboken, N.J., where the "Yanks," the only one of whom who was native-born being of the illustrious family of Newhall, won again, this time by five wickets. In 1872 Mr. Patteson was the leading spirit in bringing the R. A. Fitzgerald and W. G. Grace team to Canada.

An unfortunate rupture prevented Mr. Patteson from enjoying the sport of hunting, but for many years he was a member of the Hunt Club, and to the last took his daily rides on horseback through High Park. Alas, he will never do so more, and it will be many years, it is to be feared, before his like will be looked on again, for so straightforward, so ready and so versatile a man is as seldom met with as frost on the level in the tropics.

ROBERT J. CHRISTIE, TORONTO

GEORGE WILLIAM COOK

ONE of the most prominent horsemen in Canada is George W. Cook, of Westmount, Montreal, Que. He has done much to encourage good sport. Ever since he can remember he has been intimately associated with the horse, and has bred quite extensively. He has been racing for the past ten years, during which time he has owned such good horses as Orontas, Merriment, Beneckart, M.D.A., Too Many, Mango, Factotum, etc. One year, with a stable of six horses, Mr. Cook headed the list of winning Canadian owners. His favorite horse has probably been Orontas, winner of the Liverpool Cup and many other good races, the next best being Merriment, who was also winner of the Liverpool Cup at Toronto, the spring handicap at Washington in 1905, and who as a three-year-old was only beaten by the great McChesney, by a nose, at Chicago when the world's record for six furlongs was lowered.

ORONTAS, B H BY AZRA STARLIGHT KING ALFONSO

George William Cook is very prominently known in the lumber business. He was born at "Edgehill," Morrisburg, Ont., and was educated at Montreal, Morrisburg and Upper Canada College, Toronto. In 1905 he was married to Miss Willa O'Meara, daughter of D. D. O'Meara, Inspector of Ports, of Quebec. Mr. Cook comes of a widely-known family of U.E. Loyalists, who settled in the County of Dundas and all of whom have manifested a fondness for good horses. His grandfather was the late Capt. George Cook, who as a young man fought at Crysler's Farm, and in 1837 at the battle of the Windmill. The family have always been staunch Liberals, Mr. Cook's great uncle and father having represented the County of Dundas in Parliament for many years.

Mr. Cook is President of the Cook & Bros. Lumber Company, and the Serpent River Improvement Co. He is a member of the Montreal Board of Trade. Socially he is connected with the Montreal Hunt Club, Montreal Racquet Club, St. George's Snow Shoe Club, Montreal Amateur Athletic Association, and the Ontario Jockey Club. He is also a member of the Mount Royal Club, Montreal, and the Reform Club. Mr. Cook's summer residence is his birthplace, "Edgehill," Morrisburg. His city residence is 400 Elm Ave., Westmount, Montreal.

TONGORDER, CHESTNUT HORSE, BY ORDER, TONGUE

NATHANIEL DYMENT

THE thoroughbred never had a warmer friend nor more ardent admirer than Nathaniel Dyment, the subject of this sketch. At his decease, early in the year 1907, the Canadian turf suffered a loss that will be hard to repair in the years to come. Mr. Dyment's turf history did not date as far back, perhaps, as some of the other Canadian owners, but during his limited career of some ten years, he neither spared time nor money in the encouragement of breeding and racing thoroughbreds. In later years he maintained that this hobby had added years to his life and only regretted that he had not taken to it when he was a much younger man. The owner of the Brookdale Farm, as his estate was called, was known on this continent from coast to coast. He raced his string on many of the United States tracks, as well as on all of the Canadian courses, and won many rich stakes with his horses. Mr. Dyment took great pleasure around his stud watching the youngsters develop and grow, and many fast ones came from Barrie, where the racing string was wintered.

Mr. Dyment had all the qualities of a sportsman; the betting ring had no attractions for him, as he seldom wagered on a horse, but spent thousands of dollars on foreign breds for the purpose of bettering his string; this being done for the pure love of the sport and not for the financial benefit to be derived therefrom.

His fondest hopes were realized when he won the King's Plate twice in succession, first with Thessalon of his own breeding, and the second time with Sapper, sired by his famous stud Courtown, and purchased by him at a small figure. Mr. Dyment's connection with the turf dated back for many years, and the orange and green colors of the stable were well known around the larger tracks. He had the distinction of being one of two Canadian owners who had a horse fit to start in the American Derby, which was run at Washington Park Track, Chicago, for years, and was the richest stake for three-year-olds on the American continent. He was a most enthusiastic member of the Ontario and Hamilton Jockey Clubs, and for two years won all of the more important races on both tracks.

Nathaniel Dyment

The largest purse ever won by the owner of the Brookdale Farm was the Buffalo Derby, which was worth some twenty-five thousand dollars to the winner the year he won it with Fort Hunter. The following season he finished second with Tongorder in the same event, and with a better rider would have won. Mr. Dyment had the credit of paying the largest price that was ever paid for a thoroughbred by a Canadian, when he purchased Kinleydale, the son of Kinleymack, for $11,500.

Nathaniel Dyment was born at Exeter, Devonshire, England, December 25th, 1832, and came to Canada with his parents when he was three years old. He lived with his father in Beverley Township, Wentworth County, until he was sixteen years of age. He began business for himself at that age by purchasing a big pine tree, which he felled himself and had taken to the mill; as he made money he purchased more pine, and from lumber amassed a large fortune and remained in this business up to the time of his death. His first contract was with the Great Western Railway, supplying them with the entire output of his mill at Linden.

In the year 1870 he went to Barrie, which place he made his home, and where he purchased the timber lands at Vestra and Hillsdale. Next came the purchase of larger timber limits in Algoma. He was the head of the firm of Mickle, Dyment and Sons, which is now one of the largest lumber firms in the Dominion of Canada. At one time Mr. Dyment was President of the Barrie Loan Company, which was absorbed by the Dyment Security and Loan Company. He was a Director in the Collingwood Shipbuilding Company, the Goderich Elevator Works, The Barrie Carriage Company, The Barrie Tanning Company, and was largely interested in a ranch in Alberta.

Mr. Dyment was married twice, leaving four children, two daughters and two sons, Simon Dyment, who succeeded him in the Mickle, Dyment firm, and A. E. Dyment, M.P., of Thessalon.

When Mr. Dyment first took to racing, he was largely interested in English stock, which did not show quick results. His racing career really did not commence until after the purchase of the famous stallion Courtown. The first get of this sire to show anything was the mare Flying Bess, and it was a proud day when her owner saw her establish several Canadian records. From this on he rivalled the Seagram

KINLEYDALE — BY KINLAMACK

stable, and it was a battle for supremacy between them for the honors of the Canadian turf. In 1903 the Brookdale Stable won the King's Plate for the first time with Thessalon, sired by Courtown, running second the same year with Nesto, another one bred at the farm. In 1904 Mr. Dyment saw his string head the list of winning Canadian owners. This year he won the plate with Sapper, a despised outsider, while he captured all of the principal open stakes in Canada with Fort Hunter, who had been purchased the previous fall at a cost of $3,500. This horse won the Buffalo Derby and started in the last American Derby ever run, finishing fourth after being in front at one time. In 1905, Tongorder was the bread-winner of the stable; and although he did not equal the record of Fort Hunter, he won the majority of the open Canadian stakes and finished second in the Buffalo Derby. It was in the fall of 1905 that Kinleydale was purchased and when he failed to make good, contracting cold at Salem, from which he died, the genial owner only remarked that another one must be secured. The next in line was Temeraire, which was bought for $7,500, the fall previous to Mr. Dyment's death. On the Brookdale Farm there is a mile track over which the Queen's Plate was won by Mignonette, owned by Mr. Roddy Pringle, in the year 1873.

Mr. Dyment was a great lover of home, and belonged to very few social clubs. His principal delight was the entertainment of friends at his estate in Barrie, where he would show them his string and talk of the races to be run and the races won and lost. He had many friends and his loss was seriously felt all over Canada.

Members' Stand, Woodbine, Toronto

THE ONTARIO JOCKEY CLUB

WHILE there was racing prior to the existence of the Ontario Jockey Club, it is not disputed that the general satisfactory condition of the sport, and its very much improved tone, are due in a great measure to that Club. Founded some twenty-seven or twenty-eight years ago, for years the Club did not have an exceeding amount of financial success, although even then little or no fault was to be found with its management, with which several of the best men in the City of Toronto were closely identified. As time went on, however, an improved state of things commenced to prevail. On one fortunate Queen's Birthday His Excellency the Marquis of Lorne, then Governor-General of Canada and now His Grace the Duke of Argyll, and Her Royal Highness Princess Louise were induced to attend, thus giving the meeting the hall-mark of society. From that on, not alone has the Club been managed by business men of the first rank, but its race gatherings have been attended by the leading ladies and gentlemen of the entire country: Cabinet ministers, eminent gentlemen of the ermine, members of Parliament, big financiers, lawyers, doctors, parsons

and merchants, have met on a common level on the beautiful green swards in front of the stands. They have chatted cordially together in the boxes and seats, or indulged in little innocent hat-pools while in the enjoyment of sport as well and reputably managed as any on the broad face of the earth.

It was in 1881 that a few gentlemen met in a parlor of the Queen's Hotel with a view to forming a Jockey Club with the moderate capital of ten thousand dollars, divided into one hundred shares of one hundred dollars apiece. The late Sir Casimir Gzowski was in the chair. In front of him sat the late Colonel Cumberland, the late Wm. Hendrie, the late T. C. Patteson, the late J. H. Mead, George W. Torrance, Dr. Andrew Smith, T. W. Jones, E. King Dodds, Robert Bond, C. T. Mead, Arthur Godson, Joseph Duggan, and perhaps one or two others who have escaped the writer's memory. Previous to this meeting the Woodbine track had for six years been used for racing in a sort of happy-go-lucky way. Mr. Duggan, proprietor, wished to put both the track and the sport on a better footing, and with that view interviewed the late Mr. T. C. Patteson, who, after considerable persuasion, consented to take the matter in hand and at once set about it in a businesslike, practical way. The result was that three-quarters of the stock was taken on the spot, the late Sir Casimir Gzowski being the first to sign the book and to invest five hundred dollars. Subsequently he became President, and in the fall of 1881 the first meeting was held. It is not necessary to say that, compared with the present gatherings, it was on a very moderate scale indeed. In fact, one stable could supply as many horses, and of possibly a better quality, than were considered enough to make up the race meetings of that day. But energy and enterprise had its reward. Although the disposition at first was a bit conservative, year by year the interest grew until twice as much was raced for on one day as was at first considered sufficient to afford splendid sport for an entire meeting.

Colonel Cumberland was the first President, but was overtaken with sickness, and never had the pleasure of officiating in that capacity at a meeting of the Club. The old Adam was, however, so strong in him, that on his death-bed he commanded his family to go to the races, so that they could tell him how they resulted on their return. "Even if I am dying," said the gallant Colonel, with true sportsmanlike and soldierlike spirit, "you should go to the meeting and tell me all about it. I shall enjoy your story almost as much as if I had been there." Colonel Gzowski succeeded his fellow-Colonel and continued in the position of President for two or three years, when he was succeeded by the late William Hendrie, who, on a little divergence of opinion, in the year 1894, with the then Chairman of the Executive, Mr. T. C. Patteson, gave way to the late Sir Frank Smith, on whose death Mr. William Hendrie again took up the reins. In this connection, it is interesting to note that the first list of Directors was a somewhat long one, including twenty of the most prominent gentlemen of the city, namely, Col. Gzowski, Wm. Hendrie, T. C. Patteson, J. H. Mead, the present Sir Wm. Mulock, Duncan Campbell, John White, Dr. Andrew Smith, Angus Morrison, K.C.; J. Cosgrave, W. A. Dickson, W. Christie, C. Brown, J. E. Riordon, D. Morrow, of Peterboro; Dr. Morton, S. G. Ramsay, N. Kingsmill, Thomas McGaw

and Dr. Strange. The present (1908) Executive are: President, Mr. Joseph Seagram, M.P., who succeeded the late William Hendrie on his death, in 1906; E. B. Osler, M.P., First Vice-President; Hon. Melvin Jones, Second Vice-President; D. W. Alexander, R. J. Christie, Col. Hon. J. S. Hendrie, C.V.O., M.P.P.; Andrew Smith, F.R.C.V.S., Chairman; and George W. Torrance.

The splendid growth and policy of the O.J.C. is, perhaps, best illustrated by the increase in value of the King's Plate. As recently as 1890 (known as the Queen's

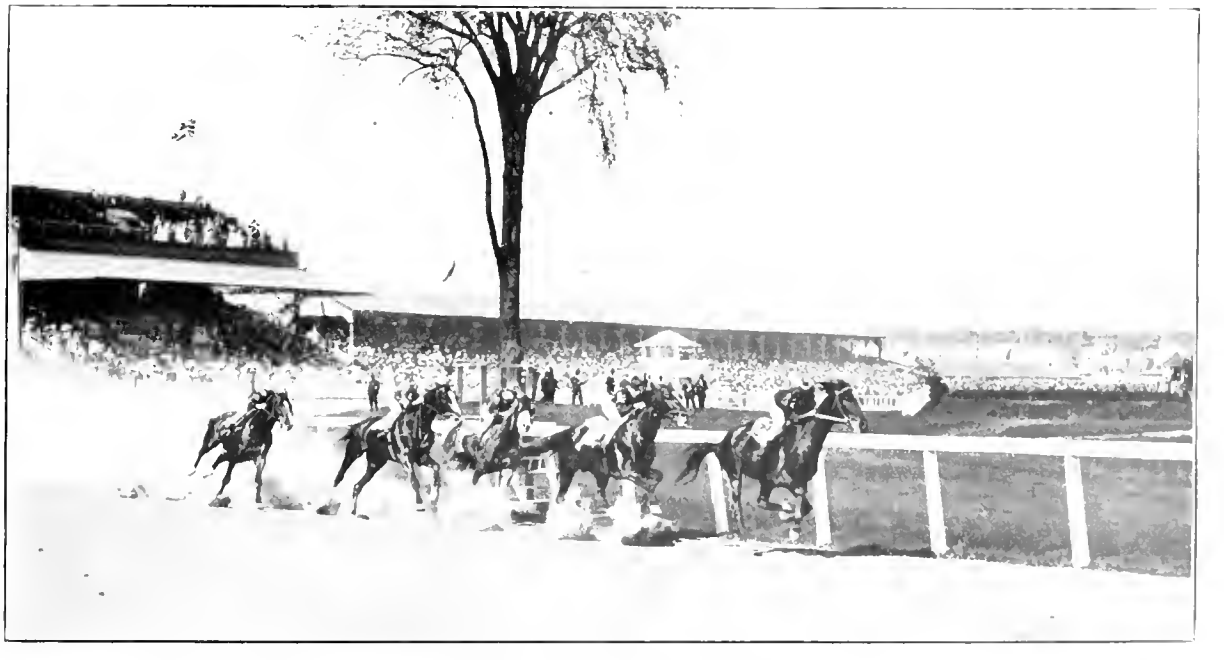
After the Race. Woodbine, Toronto

Plate up to 1901) the race was worth less than $500 to the winner, and only $75 to the second, and $25 to the third. In this year of grace, 1908, its estimated value is $5,000, made up of fifty guineas given by His Majesty the King, $4,000 added by the Club, and a sweepstake of $5 payable at the time of entry, on March the first; $5 additional if not declared out by the 8th of May, and $25 additional for starters. In addition, a piece of plate, valued at $150, is given to the owner of the winner, who thus receives, in all, close upon $4,000, $700 going to the second, and $300 to the third. The breeder of the winner also receives $250. It will be readily acknowledged that this race for maiden Canadian-breds is one well worth winning. The Plate has been run for with-

out intermission since, and including, 1860, and is the oldest race fixture to-day in America.

Although the King's Plate, as has here been said, is worth in all $5,000, there is yet one other race given by the Ontario Jockey Club that is worth considerably more, to wit, the Toronto Cup, which has $5,000 added to a sweepstake of $30 each, $10 forfeit, and which, consequently, runs ahead of the older race by the additional amount of the collected sweepstakes. While at the first meeting of the Ontario Jockey Club, something less than $2,500 was given for two days' racing, namely, September 16th and 17th, 1881; on the days of racing in 1908, extending from May 23rd to June the 6th, no less than $70,000 was distributed between owners. At the Fall Meeting, which usually extends from Saturday to Saturday in the middle of the latter half of September, $30,000 was given for the seven days' meeting, making in all $100,000 given by the Ontario Jockey Club in premiums for twenty days' racing.

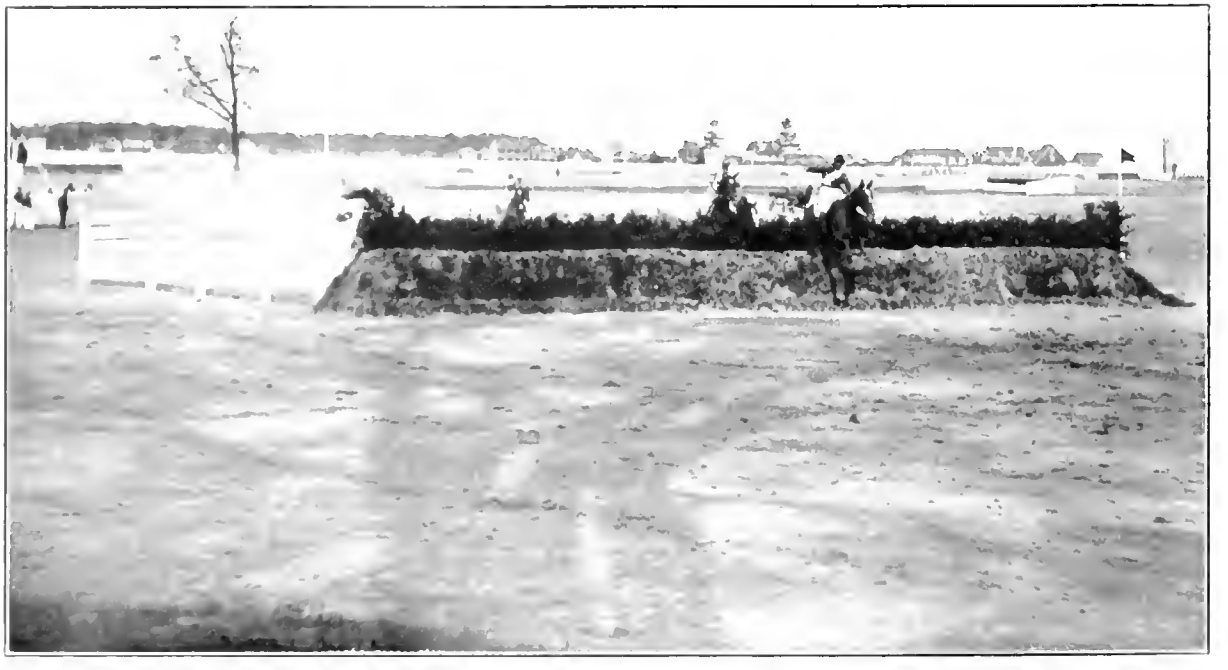
In 1881, the purses, as I have said, amounted to $2,500; in 1885, to $3,785; in 1890, to $9,045; and in 1908, to $70,000. Up to 1890, five days, two days in the Fall in connection with the Hunt Club, and three days in the Spring, comprised all the time given to racing under the Club colors. But the progress was continuous until 1894, when the aforementioned disruption took place in the Club, resulting in the founder, the late T. C. Patteson, who had been the directing head up to this time, retiring. Under the new *regime* at the beginning the tendency appeared to be to greater conservatism, but time has proved that the Club management was working up to new, wider ideas. Recently the Club has acquired the Woodbine property, which for a quarter of a century it only leased, although all the money made has been continuously put into im-



Club House Corner, Woodbine, Toronto

provements. Two or three years ago the track was entirely overhauled, being removed further south, widened and built up in such a way that it is now one of the best and fastest tracks in America. Other beneficial alterations have been continually proceeded with, despite the persistent efforts of sundry of the ultra good to kill "the sport of kings" the sport to which His Majesty King Edward VII, and such men as the late Duke of Devonshire, the late Lord Palmerston, the Earl of Derby (formerly Governor-General of Canada), Lord Rosebery, and the Earl of Durham, giver of a cup to the O.J.C., and many other good and true men were or are devoted.

In 1906, shortly before the death of Mr. William Hendrie, senior, then President of the Club, the English Jockey Club made the President of the O.J.C. an honorary member and the honor went to his successor, Mr. Joseph E. Seagram, M.P. The English Jockey Club, of which His Majesty the King, the Prince of Wales, the Duke of Connaught, the Khedive of Egypt, the Earl of Derby, Duke of Portland, Lord Rosebery and other dukes and lords are members, is the most aristocratic club in England, and probably of the world.



OVER THE JUMPS WOODBINE TORONTO

JOHN MACDONALD, J.P.

IN the stables of His Royal Highness, the Prince of Wales (at this writing, 1908), there are a beautiful pair of harness horses purchased for the Prince in Toronto by a gentleman who is one of the most prominent residents of the Queen City, and a most widely known lover of the horse. The pair mentioned were bought from Mr. John Macdonald, J.P., the head of one of Canada's leading wholesale houses, who in addition to the management of the vast business in dry goods founded by his father, the late Senator Macdonald, has found recreation in establishing a premier reputation as possibly the best judge of a harness horse in Canada, and incidentally it might be mentioned that at least a thousand horses have passed through his hands. Some of the finest harness horses in any of the principal cities in Canada, and, in fact, in all of the big cities in the United States, have been sold by Mr. Macdonald, who since he was old enough to take an interest in anything, has been very fond of the horse, and has made the high-class harness horse his hobby—practically since he had his first hobby horse, for when asked how long he had been associated with the horse he replied, "From infancy." His prize-winners are many, and since the inauguration of the Canadian Horse Show at Toronto, he has captured very numerous trophies coveted by those less successful in bringing forward the real carriage horse.

JOHN MACDONALD, J.P.

For years he has been Judge in the Appointment classes at the Horse Show, and three years ago, when Mr. J. Ross Robertson donated special prizes for the Appointment class, Mr. Robertson made a

proviso with the terms of the gift, and it was that Mr. Macdonald should be the selection as the Judge.

Mr. Macdonald's work in the interests of the carriage horse has been a labor of love crowned with splendid success. He is a stickler for detail on all points, and his spacious stables on Cumberland St., Toronto, supplying ample and comfortable accommodation at all times for his horses, are always well filled. He has been a consistent exhibitor at the Canadian National Exposition in Toronto, and has won many honors. At the 1907 fair his chief wins were a first in the open four-in-hand and first in the pairs. Mr. Macdonald devotes most of his leisure time to his horses, but is at all times a friend of sport. He is honorary president of athletic organizations he does not know the name of, but they have received from him liberal support in the nature of help that is of the substantial kind, and very necessary for the success of everything in general, and particularly for the welfare and promotion of various athletic associations.

Personally, Mr. Macdonald is the sterling type of the energetic Canadian business man who looks upon punctuality in all things as an index to the success of the project, as well as thoroughly realizing the fact that to try to do too many things at once is detrimental to the proper progress of some of the things you want to do, so he satisfies himself with his commercial obligations and his devotion to the horse. He is easy of approach, and business comes to the point on the initiative. The business he controls as president of John Macdonald & Co., Limited, was founded by the late Senator Macdonald in 1849, and is still carried on under the time-honored name of both father and son. The John Macdonald of to-day was born at Oaklands, Avenue Road, Toronto, Nov. 4, 1863. His birthplace was a beautiful homestead built for his father about 1855, and it has long been known for its grand environment and recognized as one of the cosiest houses in the vicinity of Toronto. Near it now is the new Upper Canada College. When the famous Canadian school was on King Street, Mr. Macdonald was one of its brightest students during the time he was being fitted with a good commercial education, which is now carrying with it its own rewards. After completing this education he entered his father's business house in 1879. This business was inaugurated by the late Hon. John Macdonald, who was born in Perth, Scotland, and came to Canada in 1840, eventually establishing and building up the celebrated mercantile house known through the whole of this Dominion and in the principal buying centres of the old land. Since the lamented death of Senator Macdonald, his son has guided the affairs of the establishment, he having passed through every grade essential to the acquirement of an expert and thorough knowledge of the dry goods trade.

Mr. Macdonald is patriotic, but has devoted his patriotism to the commercial development of the country, which demanded so much of his time that he could not see his way to assume military responsibilities unless necessary. It is a note of interest, however, that his grandfather came out here in the very early forties with the 93rd Highlanders, who were stationed in Toronto.

As a zealous supporter of the commercial interests of the city of Toronto, Mr. Macdonald is a valued member of the Board of Trade, director of the Bank of Toronto, and director of the Confederation Life Assurance Co. He is a Justice of the Peace for the County of York, member of the National Club, and is associated with the Caledonian Society, Commercial Travellers' Association, York Pioneers, and the Ancient Order of United Workmen. His energy has been a factor in the development of the mercantile community of Toronto, while his efforts on behalf of the good carriage horse have been productive of equally satisfactory results. His characteristic traits are a mixture of modesty and business, which have earned for him an enviable popularity in all spheres. On August 5, 1903, Mr. Macdonald married Miss Claire Hungerford, daughter of Mr. W. A. Hungerford, of Belleville, Ont.

DR. DAVID KING SMITH

DAVID KING SMITH, M.D., was born, educated and lived all his life in Toronto. After passing through the public schools he attended the old Jarvis Street Grammar School and from there passed to the Medical Faculty of Toronto University, from which he graduated with credit on the completion of the usual four years' course. While at the Medical School the doctor paid special attention to dermatology, and after graduation took an additional course in that subject, on which he is now a recognized authority, as well as being an expert in practice.

Dr. David King Smith

Dr. Smith's interest in horses began very early in life. He was taught to ride almost in his infancy, and though at the present time only in the early thirties, he has been an enthusiastic follower of the hounds for twenty years past, and few members of the Hunt Club have carried off so many prizes in the Club competitions. The Doctor has owned many fine hunters during the past ten or twelve years, but among them all his favorite was Athol, with whom he won the Walker Cup in the Hunt Club Steeplechase. The Doctor, in fact, is one of the members of the Club who have contributed largely to the improvement of hunters in Ontario in recent years. He has spared neither time nor labor in his efforts to promote this object, and those who look back a decade or so and compare the mounts at the meets of to-day with those of twelve or fifteen years ago, will appreciate the debt of gratitude which horsemen owe to him and those who worked with him to develop a better class of animals. Dr. Smith is also a member of the Ontario Jockey Club, and has done his share towards making that organization the great success it has been.

As might be expected, Dr. Smith is interested in military matters, having been for the past eight years connected with the 48th Highlanders, in which regiment he holds the rank of Captain. He is a member also of the Toronto Club, of the Masonic Order, and of the Zeta Psi Fraternity, in all of which he is highly esteemed both for his abilities and his social qualities.

"KENTUCKY TODD," PROPERTY OF MISS WILKS, CRUICKSTON PARK, GALT, ONT

MISS KATHERINE L. WILKS

ALTHOUGH not altogether a rarity, it is unusual to see a lady of such high social position as Miss Katherine L. Wilks, of Cruickston Park, Galt, interested in the breeding and racing of the light harness horse, or for that matter, of any other kind of horse.

To be sure, Miss Wilks, who has an ancestry of worth and wealth, and the entree to the most exclusive society of America, being a member of the great Astor family of New York, adorns her position with the most gracious and charming hospitality. She yet prefers the attractions of her Canadian estate to the all-absorbing pursuits of New York's "four hundred."

There are, indeed, feminine owners of race-horses in both Great Britain and the United States, but Miss Wilks is exceptional in that she possesses a stock-farm of over a thousand acres on which she breeds almost exclusively light harness horses.

Within the last few years she has spent an enormous amount of money in further-

ing this fancy, and although it has been a rock of destruction to many ambitious breeders, this lady, with extraordinary business acumen, has achieved gratifying success.

Miss Wilks has consistently pursued that policy which embodies the principle that it pays to buy the best. It was this reasoning which induced her to pay fifteen thousand five hundred dollars for Sadie Mac, the highest price paid for any mare during 1904. When the queenly Sadie Mac's former owner offered thirty thousand dollars for her return the shrewdest horsemen on the continent thought our Canadian

Miss Wilks' Mograzia

horse-woman was hardly justified in refusing such a princely sum, but her judgment was brilliantly sustained in early results.

Sadie Mac outshone all rivals on the Grand Circuit so easily that the trainers and drivers throughout the country admitted that she was in a class by herself, and until she dropped dead in that fateful race at Hartford, she was absolutely invincible.

Cruickston Park is becoming one of the great show places of Ontario. Situated in the heart of one of the richest agricultural districts in the province, its fertile fields, forest-crowned hills, lovely valleys and superb avenues, rival those of some of England's beautiful country seats.

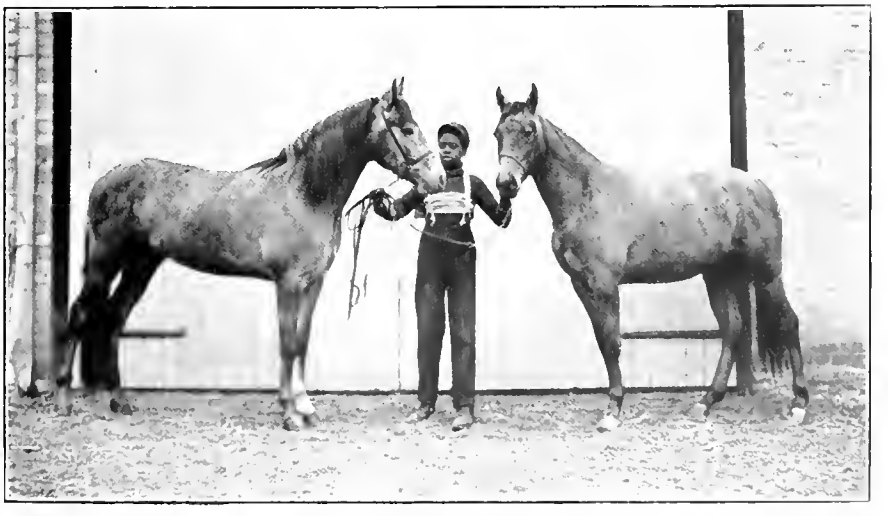
There are over a hundred horses in this equine paradise, and Miss Wilks is known to every one of them personally. She is a rare judge of harness horses and is a fearless driver.

Some of her favorites are: her beautiful mare, Lady Cresceus, daughter of the champion stallion Cresceus, 2.02¼; her world's champion team, Rhea W. and Easter Bell; Katherine L., a beautiful mare by Liberty Chimes; Oro Lambert, a level-headed youngster of rare ability; Kentucky Todd, three-year-old, record 2.08¾, by Tod; Mograzia, beautiful level-gaited National Show champion trotter, by Moko, and the famous primer stallion, Oro Wilks.

Miss Wilks was unfortunate in her racing stables in the early part of 1906. Although she sent out a string of good horses in the spring, bad luck seemed to pursue her, and, one by one, her horses met with misfortune, until it began to look as if the Cruickston Farm would for that year be crowded out of racing records altogether.

Miss Wilks has indomitable pluck, however, and notwithstanding her persistent reverses she went on with her training of Kentucky Todd and entered him for the fall meeting at Lexington, where his phenomenal combination of speed and staying power won for him the enviable title of champion two-year-old trotter of America. As if this were not enough to redeem the stables, Mr. Wetherill, who manages the breeding farm, won more prizes with his exhibits at the Canadian National Exhibition, Toronto, than were ever before captured by a single exhibitor, not only in the show ring, but also in the speed department, while at the famous exhibition in Madison Square Gardens he won three firsts and a championship, Mograzia fairly carrying all before him. The same story has been repeated since with other horses, the show-ring successes in 1907 and 1908 more than comparing favorably with those achieved in other years.

Miss Wilks owns more standard bred horses than any lady in America or Europe.



A Pair of Miss Wilks' Standard Breds

Among the century at the farm now are some of the best bred horses in American trotting history, whose records range from 2.08 to 2.30.

One of the stars of 1907, and a very promising youngster, was a grey colt, by Oro Wilks, to whom was given the name of Oro Lambert, and who gained as a two-year-old in the year named a record of 2.17. He is a trotter of the first quality, and is a particular favorite with his mistress.

There could scarcely be a more interesting spot in America for a horseman to visit than the big Cruickston breeding farm. It has eight hundred acres of magnificent pasture land, and its stables are models of comfort and convenience.

Of Miss Wilks herself, one can scarcely say too much in praise, for it is indeed seldom that we find a woman who has the pluck, the energy and the intelligence to successfully manage such an immense undertaking as this, undoubtedly the greatest breeding establishment of standard-bred horses in Canada.

T. AMBROSE WOODS

THE love of the horse is an hereditary tendency with T. Ambrose Woods, as his father, the late John Woods, pioneer wine merchant and prominent Toronto business man, was also an unusually well-known horseman, and his son, who had every opportunity to develop his fondness for horses, was not slow to take advantage of his chances in this respect. Although one of the youngest, T. Ambrose Woods is now one of the most prominent horse-owners in Canada, besides having an enviable record in the show-rings of the United States.

T. Ambrose Woods

Mr. Woods, who was born in Toronto, was educated at Upper Canada College, going into business with his father after his graduation, and after his father's death becoming head of the business, which, established as it was fifty years ago, is now one of the best known houses in Toronto.

Mr. Woods maintains his stable, not for financial gain, but for pure love of the sport, and derives his greatest pleasure in schooling and driving his own horses, hunters and harness horses being his favorites, while in his ability to handle the reins he is surpassed by few.

In 1907 Mr. Woods was married to Elsie Belle, daughter of Mr. A. M. Orpen, of Toronto, whose interest in horses is too well known for comment. Mrs. Woods is in perfect sympathy with her husband's tastes, and is an exceptionally clever horse-woman, both in the saddle and with the ribbons. She has driven and ridden her husband's horses with great success at many of the horse shows.

The sensation of the Spring Meet at the Woodbine, Toronto, in 1907 was the winning of the King's Plate, the biggest event of the Canadian turf, by Mr. Woods' horse Kelvin, who galloped home in front of a big field, snatching the laurels from all the big Canadian stables which devote both time and money to breeding horses for this event alone.

Kelvin was purchased by his owner from the late William Hendrie as a yearling, and is royally bred, being by Martimas, the only Canadian horse which has ever won the big Futurity Stakes. Mr. Woods purchased Kelvin more for show purposes than

CUPID, DRIVEN BY MRS. T. AMBROSE WOODS

for racing, as he has perfect conformation. At the Canadian National Exhibition, as a yearling, he won the first prize ribbon for stallions and again at two years old repeated his victory. At the Stallion Show, St. Lawrence Arena, Toronto, prior to winning the plate, he again won first prize for stallions. Showing some good trials as a yearling his training began in earnest, and in his two-year-old form he was never unplaced, and when the memorable Plate Day came in 1907 he made his owner the proudest man in Toronto by annexing the guineas donated by His Majesty King Edward. He has not been raced much since then, but his owner intends always to keep him in memory of the signal honor he brought to the stable, not only in Toronto, but in Montreal, where he easily defeated the winner of the King's Plate in the Province of Quebec.

Mr. Woods is the owner of several other horses, with which he has won at almost every show in Canada, as well as in the United States. Two of his best-remembered horses in the ring are Donnybrook, a high stepper, and the handsome gelding Cupid, which is considered one of the best harness horses ever shown in this country, winning on one occasion from eighteen of Canada's best.

Mr. Woods is a member of the Toronto Hunt Club, and is an enthusiastic fol-

lower of the hounds. He is also a prominent member of the Ontario Jockey Club, and several business clubs, and has been an enthusiastic admirer and promoter of amateur sports of all kinds. Through his activity in this regard he has made many friends, and is well regarded by all those who know him in sporting circles and out of them.

"Kelvin," Br. H. Maritimas—Nancy Lee
Winner of King's Plate, 1907, Woodbine, Toronto

COLONEL F. L. LESSARD, C.B.
Honorary A.D.C. to His Excellency the Governor General

THE TORONTO HUNT

THE Toronto Hunt is probably the most popular institution in the smart set of the Queen City. It was not until the year 1865 that Toronto, then a town of only about 40,000 population, could boast of an organized Hunt. There is, however, a meet of hounds on record held at the top of Bathurst Street, on April 30, 1862, at which history records that every available horse and saddle was brought into requisition. This was not a meet of the Toronto Hunt, but a meet of a private pack belonging to an Englishman named Steers, who had, during the few preceding years, kept half-a-dozen couples for the amusement of himself and his friends. No doubt, however, it was largely due to the enterprise of Mr. Steers that, in 1865, a number of Englishmen got together and organized the Toronto Hunt. Among the gentlemen actively concerned in the organization were to be found those having such well-known names as Copland, Worts, Hendrie, Godson, Thomas, Smith, Heward, Boswell, Leys, Dundas, Bond, Walker, Nordheimer, Dwight, Kiely, Donaldson, Shedden, Gillespie and Gooderham. Most of these gentlemen have passed away, but there are several who are still active members of the Hunt. Nearly

THE TORONTO HUNT

all of them came to Canada from the Motherland, and they met together for the purpose of perpetuating in the land of their adoption the sport which they and their forefathers had so long supported in the land of their birth.

To Mr. Copland belongs the honor of being the first President of the Toronto Hunt; that good sportsman, Mr. John Hendrie, carrying the horn for the first two years, with John Halligan as his first whip. A few couples of hounds were purchased and the pack was strengthened from time to time by presents from various enthusiasts, and by the time the Master called the opening meet in the autumn of 1865, a very presentable pack was in evidence, and from that day to the present the Toronto Hunt has met two days every week— spring and autumn.

Owing to the nature of the country it was seldom possible to hunt anything but the drag, but good sport was enjoyed, and like all true sportsmen, the members concluded that if it were impossible to hunt the live fox, they must have the next best thing, and, no matter what happened, they must hunt.

Additional strength was given to the newly-formed Hunt by the advent of the 13th Hussars, in 1866. Col. Jenyns and his officers were all keen horsemen and the support which the Club received from them made it more than ever certain that the sport of kings had come to stay, and during the next three years the growth of the Club was most encouraging. In 1867, Col. Jenyns was appointed Master, a position which he held for two years, during which period the sport flourished, and often the Saturday meets were varied by point to point races, in which the Hussar officers took a prominent part.

An extract from an article in a Toronto paper of Nov. 9, 1868, written by an Englishman, giving his first impressions of hunting in Canada, winds up as follows: "I never saw a country requiring a greater amount of resolution in man and horse, and as to snake fences, I think I would almost rather go at a stiff English fence, where the bullfinches are strong and thick, than run the chances of being spread-eagled in one of them."

In the spring of 1869 the Hussars were recalled and their horses were sold at auction. The prices fetched by some of the hunters may be of interest, showing that even in those days a good hunter commanded his price. Mr. Bieber's "Citadel" sold for $240; Mr. Webb's "Shipwreck," $245 (to Mr. Hendrie); Col. Jenyn's bay mare, $505 (to Mr. Shedden); Col. Jenyn's bay gelding, $350 (to Mr. Elwes, of New York). After Col. Jenyn's departure, Mr. Hendrie again assumed the Mastership, which position he held until 1870. During the last year of Mr. Hendrie's *regime*, a memorable trip was made by the Toronto Hunt Club to Hamilton, by the Great Western Railway, Nov. 8th, 1869, when they were entertained on the old Brant farm by Mr. Wm. Hendrie, and an enjoyable afternoon's run was had on the farm limits. The meet was at Wellington Square, near Hamilton, and many amusing incidents during the day's sport are still recorded.

Under the Masterships of Messrs. George Gooderham, Worts and Copland, the Hunt Club continued to flourish for the next ten years. The meets were always well

The Toronto Hunt Club-house

attended, there being seldom less than forty or fifty present, all well mounted, including, as a rule, five or six ladies. From time to time, the kennels, still under the careful management of John Halligan, with Tim Blong as kennelman, were replenished with fresh drafts of hounds from England and elsewhere, and gradually the Toronto Hunt worked its way into public prominence as a sporting organization. Frequent hunt meetings tended to increase the interest in steeplechases and cross-country races, and many keen and exciting contests were witnessed on the impromptu steeplechase courses in and about Toronto. In 1883, Dr. Andrew Smith, one of the originators of the Hunt (and still a most enthusiastic and active supporter of it) was elected M.F.H., which position he retained until the reorganization of the Club in 1893. Too much cannot be said of Dr. Smith's untiring efforts in the cause of good sport, and too much credit cannot be given him for the time and energy which he has devoted to the Club from its inception and the interest which he still takes in it. Suffice it to say, that under this good sportsman the Club continued to prosper and the meets became more and more popular, until the Club grew to such proportions that a complete reorganization was necessitated in 1893. The late Mr. D'Alton McCarthy was elected President, and Mr. George W. Beardmore, Master. By the summer of 1894, drafts of hounds

had been imported from such kennels as the "Fitz William," the "Warwickshire," the "Cottesmore," the "Belvoir," and the "Graftons," not to mention the Master's gift of six couples of hounds purchased from the Montreal Hunt. An extensive area of land at Scarborough Heights was purchased, club-house and kennels were erected, new huntsmen and whippers-in appointed, and Mr. George Beardmore, on the completion of the stables in the early autumn, furnished them from his private stables at Chudleigh with horses for the huntsmen and all the Hunt servants, which he has graciously continued to do till the present day, although this fact is only known to a few of the members. With such determined spirit of sport had the new blood entered into their work of reorganization that the opening meet of that year is recalled with pardonable pride. It was a large and fashionable meet, and prominent among all to encourage Mr. Beardmore was its ever popular former Master, Dr. Andrew Smith. A thoroughly good opening meet was followed by a thoroughly good season. From year to year everything continued to flourish till the death of the Club's President, in 1898. Mr. McCarthy's untimely and lamentable death was sincerely mourned, not only by the hunting fraternity, but by every true lover of sport in the Dominion. The loss to the Toronto Hunt was irreparable, but fortunately for the Club, the Right Honorable the Earl of Minto, then Governor-General of Canada, and ever ready to promote good sport, graciously acceded to the request of the directorate and honored the Club by becoming its President.

From the inception of the Toronto Hunt, the one idea paramount has been to give sport in the hunting field and to encourage all other sports. How well this has been carried out in the last fourteen years may briefly be put down as follows: Complete reorganization, 1893; purchase of valuable property, Scarborough Heights; building club-house with all conveniences and sufficiently large to dine 100 people; building of model kennels; building of Hunt stables; building of polo stables; preparing golf links; preparing polo field; annual race meetings or gymkhanas; annual Horse Show.

The spring hunting lasts from six weeks to two months, the autumn three to four; the meets, counting the early morning runs, three times a week. The western country is principally grass, with some plough; the eastern country, early in the spring and late in the season, heavy going. In both directions there are few ditches, and the ordinary Canadian snake fences. The most useful mount is a short coupled blood horse, and it would be hard to imagine a better country to make a good chaser.

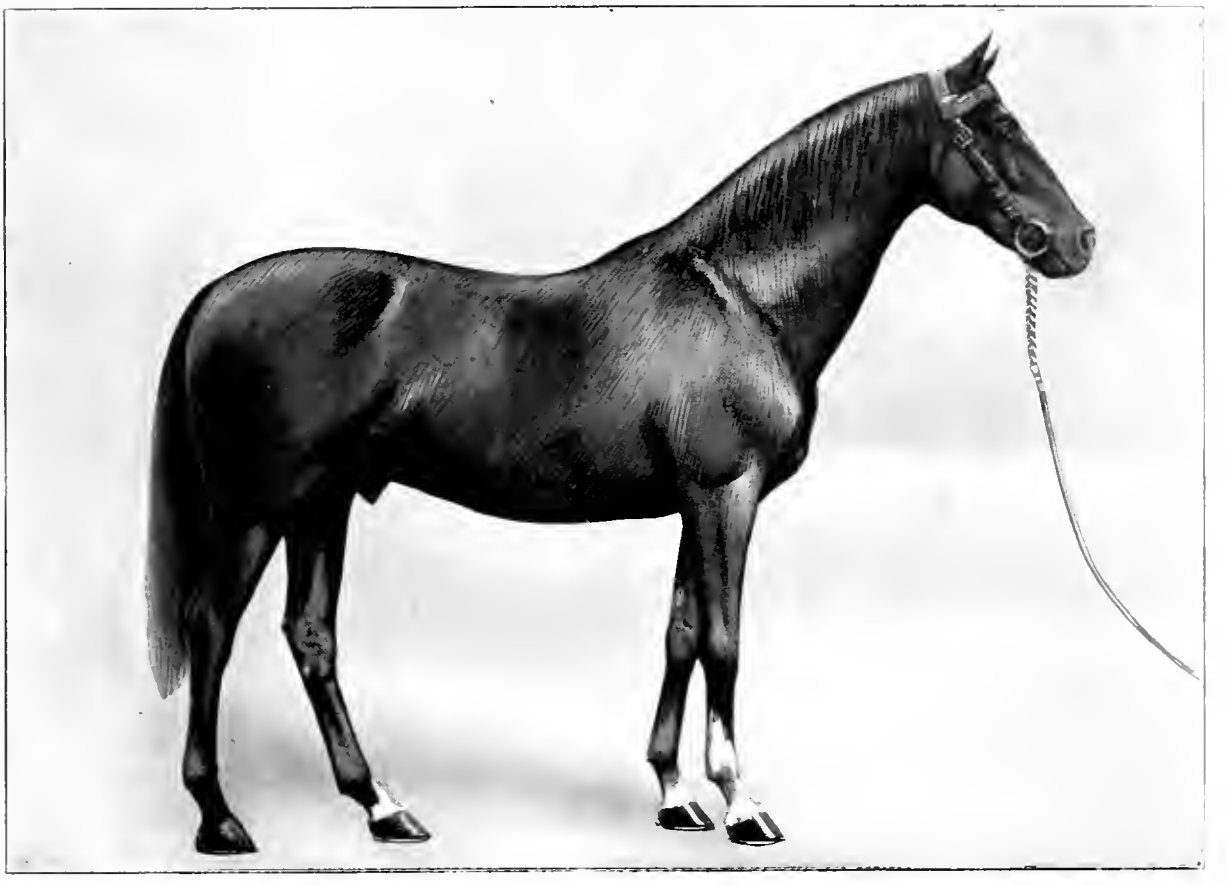
To the Hunting Ladies of the Club is due the organization of the first Race Meeting held at the Woodbine, in the autumn of 1894, under the auspices of the Toronto Hunt. The ladies formed themselves into a Race Committee with Mrs. J. K. Kerr as President. Members of the Committee: Mrs. Forester, Mrs. Carruthers, Miss Cawthra, Miss Louise Janes; Hon. Sec'y., Miss Helen Beardmore. The one day's meeting proved such a success, that the following year the Directors had the courage to follow in their footsteps. The meeting became an annual one for seven days until

1902, when the Autumn Hunt dates were taken by the Ontario Jockey Club. The same success, thanks to the Toronto Hunt, has marked the annual Toronto Horse Show. When the Hunt Club was striving for an existence, the ladies worked with that spirit of sportsmanship which has done much to bring about the immense success the Horse Show enjoys to-day. No association in Canada has done more to promote and encourage the breeding of the right kind of horses than the Toronto, or, as it is generally termed, the Canadian Horse Show, which has an enviable name all over the continent and which increases in popularity every year.

The Driving Section of the Toronto Hunt Club is a most enthusiastic body. The Toronto Riding and Driving Club was organized many years ago. The first President was Mr. J. K. Kerr, K.C., and the first Vice-President, Brigadier-General Otter, K.C.B. The Club at this time was composed of thirty or forty members, who met on every Saturday afternoon during the sleighing season, and after driving around Queen's Park and through the city, would proceed to Earlscourt, some four or five miles from town, where they would all dine, have an informal dance and drive home in the evening. The house which the Club had leased at Earlscourt was large and beautifully situated, and the stable accommodation was commodious. The member-

The Toronto Hunt Kennels

ship gradually increased to sixty-five. In those days many tandems used to turn out with these meets, as well as one or two four-in-hands and unicorns, and a number of pairs. When the Toronto Hunt Club erected its beautiful club-house at Scarborough Heights, the Riding and Driving Club joined the Hunt Club and became what was known as the Driving Section of the Club. The drives are continued in the same way as before, only that they proceed to Scarborough Heights instead of to Earlscourt, as previously. Some of the prominent early members of the Club were: Col. G. A. Sweney, the late Major Hay, Major Sears, the late Mr. D'Alton McCarthy, Capt. C. N. Shanly and Mr. Edwin Heward. Driving Clubs in Canada were instituted some forty years ago, when the English regular troops were in the country. The officers took a keen interest in sleighing and enjoyed the splendid sport of driving a four-in-hand, unicorn, or tandem.



SHAFFORD THOROUGHBRED STALLION. OWNED BY MORRIS & WELLINGTON, FONTHILL

WILLIAM E. WELLINGTON

WILLIAM E. WELLINGTON is a Canadian by birth, having been born in the town of Oshawa in the year 1849. Mr. Wellington was educated at the high school in his native town. From his boyhood days Mr. Wellington showed an interest in the horse, and at the time of writing holds a prominent position in the breeding world. He has been associated with all of the horse shows, as well as the National Exhibition held in Toronto, and his advice on matters of this kind is sought after throughout the Dominion.

Mr. Wellington took up horse breeding for the love of it and as a pastime more than anything else. Coming naturally to him, he has made a success of breeding from the beginning. First starting in business as a printer, which trade he learned in his native town, he remained at it only three years, when the nursery business took his fancy and he formed a partnership at the age of twenty-two with the late Mr. Stone. For years the firm known as Stone and Wellington was only a small concern, but rapidly grew until the firm's nursery has now grown from one hundred

acres till it covers over one thousand. Afterwards Mr. Morris was taken into partnership. Shortly after the change was made, Mr. Stone died, Mr. Wellington buying his interests in the concern. It was at this time that the horse business was taken up, and there is now probably not a better known firm in Canada. Their specialty is shire and thoroughbred crosses to obtain saddle and hunters.

Probably the best horse ever owned by Mr. Wellington was Shafford, who is royally bred, coming from Derby winners' stock. He won the first time he was shown in the ring in two special classes against many good ones, one being for best horse to get saddle horses and hunters. Another good one in this stable is Bramhope Cardinal, an imported shire, which also won the first time shown. This horse was sired by the Duke of York out of the mare Bounce. Shafford's first sire and dam were Saraband and Lady Amelia, they coming from such stock as Highland Fling, Doncaster, Hampton and Lady Hester. These lines go back to some of the best stock in England, making Shafford a most valuable one for his breeding, an acquisition to the best horses ever brought to this country. The firm have at the present time over sixty shire and half-bred saddle horses at their farm. Shafford's colts show the true saddle class and are grand ones

For two years Mr. Wellington held the office of first vice-president of the board of directors on the Industrial Exhibition, besides being on the board for many years and frequently chairman of the horse committee. He has been connected with the Canadian Horse Show for years, being looked on as one of the best judges in the land. He is President of the St. George's Society, and was at one time a director of the Canada Permanent Loan Co. He is also Vice-President of the Birkbeck Loan Co. of Toronto. Mr. Wellington has never taken any active part in politics, although he has been offered the nomination for Welland on many occasions, his business taking up most of his time.

DR. AND MRS. S. H. McCOY

NO work on the horse or on those interested in the horse would be complete, so far as Ontario at least is concerned, without mention being made of Dr. and Mrs. McCoy of St. Catharines. Nowhere is there a better example of unity of interest between husband and wife, and no two people have done more to make fine horses universally admired and popular than they.

MRS. S. H. McCOY

For years their time and money have been freely spent in buying and exhibiting some of the finest horses seen in Ontario, and their stable, "Meadowfield," at St. Catharines, is a model of perfection in both design and equipment. Dr. and Mrs. McCoy's horses are housed with the greatest possible care and attention, and nothing is omitted that could contribute to their comfort and well-being. Dr. and Mrs. McCoy are absolutely in sympathy in their love of a good horse, and their efforts are directed with zeal and perfect knowledge.

Mrs. McCoy, formerly Mrs. Florence Maude Fraser, widow of John W. Fraser of Port Hope, and daughter of the late John Cook, of Cook Brothers Lumber Company, was one of the first women in Canada to show trotting bred horses as high steppers at a time when women were but little known as exhibitors in the ring. Her initial ventures, backed as they were by a wide knowledge of horses, met with so much success that she was greatly encouraged. She and Dr. McCoy have exhibited with great success at all the important Canadian Horse Shows.

Mrs. McCoy first created a name for herself as an exhibitor with Vulcan and Erebus. They were a team of remarkably beautiful high-stepping blacks, and her appearance in the ring behind them was the signal for something very like a sensation. Vulcan became very well known later on under the name of The British Lion.

The marriage of Dr. McCoy and Mrs. Fraser, both already well known to exhibitors as factors to be reckoned with in the prize ring, saw their individual efforts united, and an even greater meed of success fall to their lot. They have exhibited

Dr. McCoy's Tandem Cabin Boy and Flyer

Meadowfield Stables, St. Catharines

together principally in Toronto and Montreal. It would be impossible in the short space which can of necessity be devoted to a sketch of this nature to mention all the superb animals shown by Dr. and Mrs. McCoy, but perhaps their greatest triumphs have been achieved with Flyer and Ontime, Mikado and Sultan, Cabin Boy and Fortune Teller. They have, however, not contented themselves with winning the highest laurels in the driving classes alone, but are also well known as no mean authorities in saddle horses. Horsemen will not soon forget The Rajah and Nightflight, two beauties which have brought their owners many a blue ribbon.

Dr. McCoy is not, in any sense of the word, a man of but a single idea, and has not neglected the more serious ideals of life in the pursuit of a hobby. Medicine is his chosen profession, and in medicine he has won an enviable reputation.

Of North of Ireland ancestry, Dr. McCoy was born in Hamilton, Ontario, and received his early education in that city and in St. Catharines. He entered the University of Toronto in 1885, graduated in Arts in 1889, and finished his medical course in 1892. After four years of very successful practice in St. Catharines he went to England in 1901. There and in Scotland he studied for four years more, and was admitted to the Royal College of Surgeons, England, in 1902. In 1905 still another

honor in his profession came to him in the form of an appointment to a fellowship in the Royal College of Surgeons, Edinburgh.

Dr. McCoy came back to St. Catharines and resumed his practice there. His practice is a large one, but he still has time to be greatly interested in things military, and holds a commission as Surgeon-Major in the 19th Regiment of Infantry.

Lately Dr. and Mrs. McCoy have added to their stable a chestnut colt by Lamplighter– Cribbage, aptly named Criblight. With this stallion they hope to add a little warmer blood to the half-bred stock of their part of the Peninsula, thus improving the strain and trying for better saddlers and hunters. Criblight is a grand-looking colt and promises more than well.

We in Ontario, where good horses are becoming every day more and more appreciated and valued, owe very much to those who, like Dr. and Mrs. McCoy, have taken so prominent a part in showing what can be done by a liberal expenditure of time and money to improve the breed of our Canadian horses.

CRIBLIGHT, C.C., BY LAMPLIGHTER– CRIBBAGE

ROYAL NORTHWEST MOUNTED POLICE

IN 1872, the Dominion of Canada, then in its infancy, was face to face with a task of stupendous difficulty. Weak, both in population and financial resources, the five-year-old country had to provide for the exploration, development and settlement of a tract of land which covered 2,300,000 square miles, a continent in itself, acquired by the Dominion in virtue of the Rupert's Land Act, passed by the Imperial Parliament in 1868.

COLONEL A. B. PERRY, COMMISSIONER, R.N.W.M.P

Up to 1866 Vancouver Island and the mainland of British Columbia, formerly called New Caledonia, were two separate provinces, but in that year, they were united under the name of British Columbia, the new province entering the Dominion in 1871, on the understanding that within two years, work would be begun on a railway to connect the province with Eastern Canada.

It was obvious that to ensure the safe construction of this transcontinental railway, no less than to provide for the settlers in this vast wilderness, it was necessary to provide some efficient method to assert national authority and enforce the law.

The ultimate solution of this problem was the creation of the Northwest Mounted Police.

The Riel uprising of 1869 had left the country in a very unsettled condition, and with a population of 1,565 whites, 578 Indians, 5,757 French half-breeds, and 4,083 English-speaking half-breeds, it can readily be understood that numerous acts of lawlessness were reported.

It was to bring about the fusion of these jarring elements and to restore law and order that the first mounted police force in Western Canada was organized under the command of Captain Villiers, of the Quebec Battalion of Rifles.

This initial organization, however, was purely military, and was stationed at Fort Garry, going out on marches only when necessity demanded.

Sir John A. Macdonald, then Prime Minister, felt that this was not sufficient and asked in the House for a moderate grant of money to organize a mounted police force, somewhat similar to the Irish mounted constabulary, which, while having the advantage

of military discipline, would yet be a civil force, each member of which would be a police constable, and therefore a preventive officer. Their duties would be to protect the frontier, look after the customs and put down smuggling, especially the smuggling of liquor, which tended to demoralize the Indians, and also to maintain military order.

On May 20, 1873, Sir John succeeded in having passed his bill for the establishment of a police force in the Northwest Territories, the force to be under the control and management of the Department of Justice, of which Sir John held the portfolio.

In October of that year the permanent force was organized under the direct command of Lieut.-Col. W. Osborne Smith, though shortly after that, the command was given to Lieut.-Col. George A. French, who was known as the Commissioner.

In June, 1874, Inspector Macleod was made Assistant Commissioner, and James Morrow Walsh was made an Inspector. On June 6, 274 officers and men left Toronto, arriving at Emerson, Manitoba, on the nineteenth day of the month.

After a route march of unparalleled difficulties over a distance of 781 miles, the force arrived at their destination, Bow and Belly Rivers, on September 20. Three divisions were left in the Bow River district under command of the Assistant Commissioner, another division being left at Swan River, while the remaining company under Col. French proceeded to Dufferin for the winter.

It was a strenuous autumn, and a hard and trying winter for all ranks, for it was necessary to locate the various trading posts in the region, ascertain the nature of the business conducted by the various traders, and take steps to put a stop to illegal trading of all sorts.

The very cold weather had a decided effect on the health of the men, the sick list in one day having reached 45. Yet, notwithstanding the drawbacks against which they struggled, they succeeded in bringing about a complete stoppage of the whiskey trade in that section of the country.

Meanwhile, Inspector W. D. Jarvis and his detachment were doing good work at Edmonton, without having to suffer nearly as many hardships.

In the spring of 1875, Major-General Selby Smith, then in command of the Canadian Militia, made a tour of inspection of the various outposts occupied by the N. W. M. P., and reported them to be in a very fair order. While making several suggestions for their improvement, he said: "Of the constables and sub-constables I can speak generally, that they are an able body of men, of excellent material and conspicuous for willingness, endurance and, so far as I can learn, integrity of character. Too much value cannot be attached to the Northwest Police. Too much attention cannot be paid to their efficiency."

In 1876, the control and management of the force was transferred from the Department of Justice to the Department of the Secretary of State under the Hon. R. W. Scott, and Lieut.-Col. James Farquharson Macleod, C.M.G., was appointed to succeed Lieut.-Col. French, as Commissioner.

Comptroller Frederick White's report for 1876 said: "The liquor traffic is now suppressed and a number of Americans have crossed the border and engaged in stock

raising and other pursuits in Canadian territory. A village has sprung up around Fort Macleod and trade is rapidly increasing. The customs duties collected at this port by the officers of the Police, during the two months ended 31st October last, amounted to $16,324.69, and over 20,000 robes were shipped from there during the past season. At Cypress Hill, the scene of the massacre of 1873, there is also a settlement, at which the customs collections made during the nine months ending 30th September amounted to $5,584.22."

Few more critical positions were ever faced by a force entrusted with the preserva-

A Troop of Royal Northwest Mounted Police

tion of law and order in a country than that which confronted the Mounted Police when Sitting Bull, the Sioux warrior, with his whole nation, crossed the boundary line to seek shelter in Canadian territory, after the "Custer massacre" in the United States. From 1877 to 1881, the force was compelled to maintain constant supervision and control of the refugee Sioux, and to exercise unwearying patience and diplomacy. In 1881 Sitting Bull was finally induced to surrender to the United States authorities.

To retrace our steps, in 1878 Sir John A. Macdonald formed a new Cabinet, taking himself the Department of the Interior, and putting the Mounted Police under the jurisdiction of that department.

In 1879 there was a great influx of population to the Northwest, and during that year the force undertook farming operations of an experimental and extended character in Southern Alberta. During the year Lieut.-Col. Macleod held several civil courts at Fort Walsh, Macleod travelling over 2,300 miles to perform his various duties.

Several new important outposts were established, and in 1880 Lieut.-Col. Macleod was appointed as Stipendiary Magistrate for the Northwest, Lieut.-Col. Irvine being promoted to the command of the force.

The total amount of customs duties collected at Macleod for the year 1880 amounted to $15,433.38.

In 1881, the police met with great difficulties, and only by the exercise of diplomacy, firmness and great courage, avoided much more serious trouble, on account of Canadian Indians stealing horses in the United States and bringing them across the line.

In 1882, serious trouble arose with the Blackfoot Indians on account of the arrest of Bull Elk, a Blackfoot, for shooting with intent to kill.

On account of the increased responsibilities devolving on the force, owing to the construction of the Canadian Pacific Railway, and the influx of settlers, authority was given in 1882 for an increase of 200 men.

The Marquis of Lorne was the first Governor-General to visit the Northwest Territories, and his visit brought that region very prominently before the notice of the public, the Mounted Police receiving especial attention because of the efficient fashion in which they assumed all the duties in connection with the long prairie journey of the Vice-Regal party.

Ever since the establishment of the force, there had been uncertainty as to the best place for permanent headquarters, and it was the building of the Canadian Pacific Railway which finally decided Sir John Macdonald to establish headquarters at Regina, which was finally done in 1882.

In 1882 the total amount of customs duties collected was $52,522.36.

In that year W C Van Horne, General Manager of the Canadian Pacific Railway, wrote to Lieut.-Col. Irvine acknowledging the indebtedness of the company to the Northwest Mounted Police, saying that "In no great work within my knowledge, where so many men have been employed, has such perfect order prevailed."

A wonderful illustration of the power of the Mounted Police was given in the Pie-a-Pot incident, when two members of the force rode right into the heart of Pie-a-Pot's camp, with its several hundreds of savages, and ordered the Indians to break camp immediately and take the trail for the north. When the Indians refused, the two men proceeded to knock down all their tents. Pie-a-Pot and his camp moved, and the Police were not even touched.

In 1883 the N W M P were instrumental in breaking up a very serious strike on the Canadian Pacific Railway, while during the whole process of construction of that road the duties of mail clerks in the Northwest were performed by the Police.

On account of the Northwest rebellion, the year 1885 is always considered his-

torical in Canada. The R.N.W.M.P. naturally bore the brunt of the campaign and acquitted itself well; officers and men reflecting the greatest credit on themselves and on the country.

The end of the rebellion left the Mounted Police with greatly increased responsibilities. First, there was the pacification of the half-breed settlements and the Indian tribes which had been in revolt. Second, the sense of security hitherto enjoyed by the white settlements had to be restored, and third, provision had to be made for the enforcement of the law in new settlements and mushroom frontier villages, which sprang into existence as a result of the completion of the C.P.R.

Steps were taken to increase the strength of the force, 608 recruits joining during the year 1885, and to re-arrange the distribution of the work. In the midst of this process or reconstruction the visit of the Governor-General, Lord Lansdowne, did much to allay excitement and to emphasize the fact that law and order had been restored throughout the Territories.

Writing at the end of 1885 from Prince Albert, which had been the centre of the disaffected district, and where, since his promotion, the commander, Supt. A. Bowen Perry, reported: "The half-breed population is quiet, and the feeling amongst them, to a great extent, appears to be that of regret for the past troubles. Very few will acknowledge that they took up arms of their own free will, claiming that they were persuaded and forced into the trouble.

"They are now entirely dependent on Government assistance.

"I have seen the priests of the different half-breed missions and they all tell a piteous story of starvation and want among their people. The Indians are very quiet and peaceable."

In 1886 Lawrence W. Herchmer, Esq., succeeded Lieut.-Col. A. G. Irvine, as Commissioner, and that year the work in connection with the erection and repairs of barracks, hitherto done by the Police themselves, was handed over to the Department of Public Works.

During the years immediately succeeding the rebellion, there was a marked development of the patrol system. Log cabins with stables and corrals were built at convenient places along the frontier, to afford shelter to the men in bad weather, and some full-blooded Indians were engaged as scouts, doing very good service.

The men of the force at that time were of exceptionally fine physique, the average height being 5 feet $9\frac{1}{4}$ inches; chest measurement $38\frac{1}{4}$ inches, the Commissioner aiming to make the standard very high, so that it might be hard to enter and easy to leave.

In 1889 Lord Stanley, then Governor-General, visited the Northwest. During that summer an extraordinary drought was very hard on the horses, and the patrols, under Superintendent Perry, had to travel on one day 40 miles, and on the next 42 miles without water. Great credit was considered due Supt. Perry for the splendid condition of the horses on arrival at Regina.

During 1889 much interest was taken in rifle shooting and many improvements were made in the force and in the method of working.

In 1890 H R H. the Duke of Connaught was provided with escorts and transport through the Northwest, and His Royal Highness expressed himself as much pleased with the Mounted Police, and the services performed for him by them.

In 1891 Sir John A. Macdonald died, and in the new Government formed after his death, the Premier, Hon. Sir J. J. C. Abbott, retained control of the Mounted Police.

During this year the force gave great assistance to the Calgary and Edmonton, and the Calgary and Macleod railways, and also, in that year, a strict liquor license

Four Horse Team—Royal Northwest Mounted Police

by-law was introduced, which tended greatly to reduce the objectionable duties which the Police had hitherto been called upon to discharge in enforcing the laws respecting liquor.

In 1892 the Mounted Police Department went under the charge of Hon. W. B. Ives, President of the Privy Council, and in July of that year a permanent outpost was established at Cumberland House, about 220 miles below Prince Albert, on the Saskatchewan River.

In 1894 the Hon. Sir Mackenzie Bowell became the administrative head of the Mounted Police Department, and took a very great interest in the corps, and in 1895

a detachment of the Mounted Police were sent to preserve law and order in the Yukon.

In 1896 Sir Wilfrid Laurier formed his first Cabinet, and since that time has maintained the keenest personal interest in the force and men.

In 1897, Jubilee year, the sixtieth anniversary of the accession of Queen Victoria to the British Throne, was marked by a splendid demonstration in honor of that great sovereign. It was decided to send a representative detachment of the Northwest Mounted Police to London. Superintendent Perry and Inspector Belcher were the officers in charge, and the Dominion had every reason to be proud of both officers and men.

In physique, appearance, discipline and drill, they were generally admired, and were considered equal to the best troops present.

Meanwhile, it was necessary to augment the force at the Yukon, so much had the rush to the gold mines increased, and a staff of eight officers with eighty-eight men were stationed there, under command of the Administrator of the district.

In 1899 Superintendent A. Bowen Perry assumed command of the Northwest Mounted Police in Yukon Territory, and during that winter the Police assumed the duty of carrying the Yukon mail, travelling 64,012 miles with dog trains. Superintendent Perry recommended that $9,601.80 be distributed among the men as extra pay for this service.

In 1900 Superintendent Perry was appointed Commissioner to succeed Lieut.-Col. Herchmer. The new Commissioner graduated from Royal Military College, Kingston, in 1880, and served for some time with much distinction in the Royal Engineers.

At the time Commissioner Perry assumed command, affairs within the force were in a very unsettled state, owing to the recent heavy drafts of officers, men and horses for service with the Canadian Contingent in South Africa, the Mounted Police having supplied 245 men, all ranks, for South African duty, and the Commissioner thought that their strength would have been easily increased to 1,000, if the Government had thought it wise, by ex-members rejoining for the campaign. In his annual report for 1900, Commissioner Perry remarked: "The great countries of the Peace, Athabasca and Mackenzie Rivers are constantly requiring more men. An officer is about leaving Fort Saskatchewan to take command of that portion of the Territory. The operations of the American whalers at the mouth of the Mackenzie will, ere long, require a detachment to control their improper dealings with the Indians and to protect the revenue."

In that year medals were awarded to members of the force who had served through the rebellion of 1885, and in that year, also, the Governor-General, the Earl of Minto, and the Countess of Minto, made an extended tour through the Territories, the N.W.M.P. providing an escort.

His Excellency expressed great satisfaction with their work, and spoke specially

of their smartness and efficiency, also sending, as a mark of his appreciation, a gold pin to each member of the escort.

In April, 1900, a census of the Yukon Territory was taken by the Police, and in August, a school census.

The event of chief importance to the force in 1901, was the visit of their Royal Highnesses the Duke and Duchess of Cornwall and York, His Royal Highness expressing great satisfaction with the appearance of men and horses.

In his annual report at the end of the year, Commissioner Perry drew attention to the increased duties devolving upon the force and to the need of increasing its strength.

He said: "When the force was organized, in 1873, with a strength of 300 men, the Territories were unsettled, and the control given over to lawless bands who preyed upon the Indians, with whom no treaties had then been made. In 1885, complications with the half-breeds resulted in rebellion, which was successfully quelled. The strength of the force was then raised to 1,000, where it stood for about 10 years, when, owing to the peaceful state of the Territories, the settled condition of the Indians, and the rapid means of communication by railway into the different portions, it was gradually reduced to 750. In 1898, the gold discoveries in the Yukon and the consequent rush of gold-seekers caused the sudden increase of the force on duty in that territory to 250 men, thus reducing the strength in the Northwest Territories to 500.

"A further decrease has now taken place by an addition to the Yukon strength, charged with the maintenance of order in the Yukon, but the services of the Police have been required in the Athabasca District, a country of enormous extent, with no facilities for travel, but where police work is ever on the increase.

"It may be thought that the settled portions of the Territories ought now to provide for their own police protection, or, at any rate, that the incorporated towns and villages should do so. Some of the larger towns have their own police forces, but the smaller towns seem desirous of retaining the N.W.M.P. constables, claiming that they obtain better service, but doubtless they are largely influenced by economical considerations.

"The population of the Territories has doubled in ten years, and the strength of the force has been reduced by one-half. Our detachments have increased from 49 to 79. Although we have only half the strength of ten years ago, still we have the same number of division headquarter posts, carrying in their train the staff organization and maintenance of barracks as though the divisions were of their former strength. The distinguished services rendered to the Empire in the South African war, by members of the force, emphasize the fact that it has a very decided military value and that in future nothing should be done to impair its efficiency."

In his annual report for the following year, Commissioner Perry again emphasized the need for an increase in the force, saying: "The continued development of the country, the increase of population, the settlement of remote districts, many new towns that have sprung up and the construction of new railways, have greatly added

to our work. In the train of the immigration has come a number of the criminal class, which, though not large, will probably increase.

"The new settlers are principally from foreign countries, a great number being from the United States. The American settler is much impressed by the fair and impartial administration of justice. He finds a constabulary force such as he has not been accustomed to, but the advantages of which he is quick to acknowledge, and a country free from all lawlessness and enjoying freedom without license.

"The proposal of the Grand Trunk Railway to build through the Peace River country, is sure to attract to that district in the immediate future a lot of people seeking for the best locations. The police work is steadily increasing. We ought to increase our strength there, and establish a new police district, with headquarters, for the present, at Fort Chipewyan. Two of the districts in the organized territories could be combined into one, thus releasing the staff for the new district in the north. The northern trade is steadily increasing. Detachments ought to be stationed on Mackenzie River."

In 1902, a Pension Bill, providing for the pensions of officers in the Northwest Mounted Police, was passed, the generous provisions of which were much appreciated.

In his annual report for 1903, Commissioner Perry says: "The increase of population this year has been greater than in any previous year in the history of the Territories. I think 350,000 a very conservative estimate of the present population. This rapid development has greatly increased the work of the force, and I have had difficulty in meeting fully the requirements.

"Our field of operations this year has been tremendously widened. A detachment of five men, under the command of Superintendent Moodie, was selected to accompany the Hudson's Bay expedition in that far-distant region.

"Another expedition was despatched in May to the Arctic Ocean, consisting of five men under the command of Superintendent Constantine and was afterwards left in charge of Sergeant Fitzgerald, who visited Herschell Island, 80 miles north-west of the mouth of the Mackenzie River, and had the honor of establishing a detachment, the most northerly in the world, at this point.

"I venture again to call your attention to the valuable work of the force among the immigrants, who are largely foreign-born.

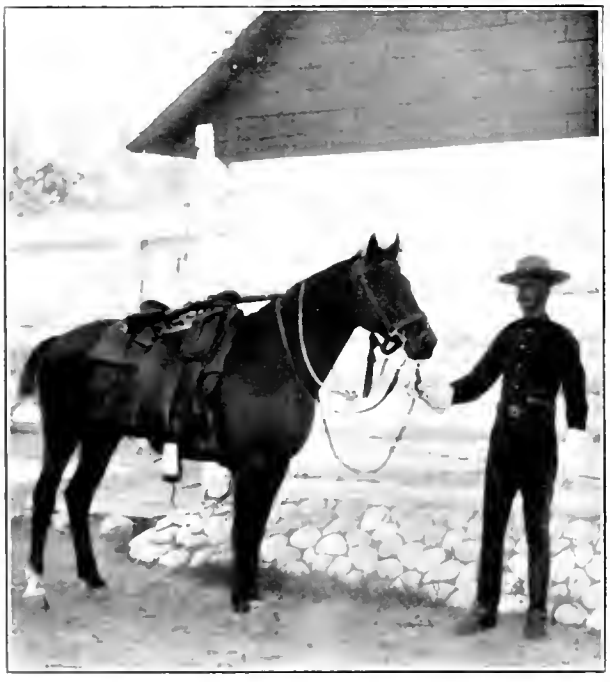
"It is claimed, and rightly, that we are a law-abiding people, that no new country was ever settled with such an entire absence of lawlessness. Why? Because of the policy of Canada in maintaining a powerful constabulary, which has for thirty years enforced the laws in an impartial manner.

"The Northwest Mounted Police were the pioneers of settlement. They carried into these Territories the world-wide maxim that, where the British flag flies, peace and order prevail.

"The force is now distributed from the international boundary to the Arctic Ocean, and from Hudson's Bay to the Alaska boundary. There are divisions in the Territories, each with a headquarters post, and there are 84 detachments, with 182 officers

and men constantly employed on detached duty. Of these, 55 are distributed among 21 detachments along the international boundary."

In his annual report for 1904, Commissioner Perry wrote: "The Royal Northwest Mounted Police has gained a reputation, both at home and abroad, as an effective organization, which has materially forwarded the progress of the Territories. It is to-day dealing with all classes of men—the lawless element on the border, the cowboys and Indians on the plains, the coal miners in the mountains, the gold miners in the Yukon, the American whalers and the Esquimaux in Hudson Bay and the far-distant Arctic Sea. It is an asset of Canada, and the time has not yet arrived in the development of the country when it can be written off."



A Mounted Police Constable in Prairie Uniform

Four events stand out prominently in the history of the R.N.W.M.P. for the year 1905—the acceptance by the Earl of Minto of the appointment of Honorary Commissioner of the force, the visit of their Excellencies, Lord and Lady Grey, to the Northwest, the establishment and inauguration of the new provinces of Alberta and Saskatchewan, embracing practically all the territory comprised within the original sphere of operations of the R.N.W.M.P., and the long-demanded and much-needed increase of pay.

When the provinces of Alberta and Saskatchewan came into being as self-governing provinces, with celebrations at Edmonton and Regina, the force was given a conspicuous part in the inauguration ceremonies as a fitting recognition of the pre-eminent services it had rendered in fostering and protecting the country in its pioneer days.

A permanent post was established at Fullerton, in the Hudson Bay district, barracks being built there in 1906.

The duties of the force, as enumerated in an Act of Parliament, are (1) the preservation of the peace and the prevention of crime. (2) The arrest of criminals and others who may be lawfully taken into custody. (3) Attendance on magistrates and execution of process. (4) The escort of prisoners to and from courts and prisons. (5) To search for, seize and destroy intoxicating liquors where their sale is prohibited.

In addition to a rigid military training, the Police receive instruction in many other subjects. Police duties, a smattering of law, veterinary science, care of transport and saddlery, all receive due attention.

Bishop Stringer, who was on mission duty in the Northwest, spoke of the Mounted Police as follows: "We are getting more particular as to whom we welcome to the great north now. The tough finds his row a hard one to live, and this in a great measure is due to the excellent management of the R.N.W.M.P., whose work in the wild sections of the northland cannot be over-estimated. It isn't the numbers of them, nor is it the force of their authority; it is a subtle something which enters the mind of the wrong-doer whenever he meets the eye of the man wearing the red jacket. Why, an ordinary constable wearing no badge of office beyond his small badge and red coat, strikes terror to the heart of the roughest. It is the dignity and determination of the Police, and the splendid *esprit de corps* of the force. The Mounted Police, it may be asserted, have been the safety and pride of the whole north country."

In short, the Mounted Police have brought British law into Western Canada and established it there. The settler nowadays, even in the Last West, doesn't even carry a hunting-knife, where once no man dared to travel without a regular arsenal.

The Indians, too, have fallen into line. Many of them are engaged as laborers in the construction of the new Government transcontinental line, the Grand Trunk Pacific, where once they did everything in their power to hinder any new work instituted by the paleface.

The mounted policeman has done it all by his patience and fearless, unflinching courage, his readiness to do the thing which came to his hand and do it well. He has been policeman, magistrate, soldier, letter-carrier, executioner, detective—anything that is in the day's work.

There has never been a lynching in Canada; never anything like the wars with the Indians that the United States has waged, and never a train robbery such as figure even yet in the headlines of American newspapers.

A favorite story out West is that of the troop of American cavalry who escorted a whole tribe of Indians to the Canadian border line, where they were met by one solitary mounted policeman. A couple more appeared on the scene shortly and the troop of American cavalrymen sat there and watched the three go off with their band of bad Indians.

How greatly the Indians have come to respect the justice and impartiality of British law is shown by the fact that an Indian who had escaped after being given a fair trial and adjudged guilty, was handed over to the authorities again by his own tribe because they were convinced that his trial had been just.

At the recent Tercentenary celebrations, a prominent official said: "They are the finest thing in the way of trained men whom this country has produced—modern centaurs. Men with the iron wrist, who ride as straight as knights." But nothing can be said, nothing written, to embody the spirit of the force as did that message found scrawled on the orders of a policeman who perished in a blizzard while making his way with dispatches to a distant post. In his dying hour, with numbed hand, he wrote: "Lost; horse dead. Am trying to push ahead. Have done my best."

CAPTAIN D. O. C. NEWTON, DUKE OF CAMBRIDGE'S (MIDDLESEX) REGT.
A.D.C. to His Excellency the Governor-General

HARNESS RACING IN CANADA

IF we were to be asked which breed of horses is the most popular in Canada, the unhesitating reply would be the light harness horse. The other breeds, such as the hackney, thoroughbred, heavy-draught, etc., are excellent in their way, but their field of usefulness hardly covers the range that the light harness horse does. The latter can do about all that any of the others can do, and much more. The admirers of some of the other breeds will hold different opinions, which, perhaps, is only natural, but at the same time it is doubtful if they could advance arguments that would warrant their opinion. The standard-bred, or well-bred trotter or pacer, makes a first-class horse for the farm, as he can work longer than any of the heavier breeds, although much lighter in weight. When put at heavy hauling, he may make more trips on the job, but his rapidity of action fairly counterbalances his lack of pulling capacity. As a carriage horse he has no equal, and in proof of this assertion it is only necessary to point out that nearly all of the champion heavy harness horses of the present day are standard-breds, or animals bred in trotting lines. While not equalling the thoroughbred or half-bred in performance under the saddle, he is, however, fairly good at that work. As a gentleman's driver or road horse he is in a class by himself, as he not only has speed and good manners, but can travel an extraordinary number of miles in a day.

While the trotter or pacer (we combine them for they are so near alike) has many other qualities to commend him, it is his ability to move fast on track and road that brings him most prominently in the public eye, and the large increase in the number of harness horse meetings given annually in this country, is ample evidence that this style of racing is becoming more popular each succeeding year. Not many years since meetings for harness horses were few and far between in Canada, while now there are hundreds, made up of circuits in Nova Scotia, Quebec, Eastern Ontario, Western Ontario, Manitoba, Alberta and British Columbia, besides scores of independent meetings outside of the circuit. In addition the number of entries in the early closing events, as well as at the meetings themselves, shows that there are at least twenty-five per cent. more horses racing in 1908 than in any previous year.

Here in Canada, while our opportunities have not been of the best, we have produced some truly great performers on the track in the past, and, from the number of really high-class horses in training at the present time, it is safe to predict that we will continue to hold up our end with the cracks of the big country to the south of us.

Within recent years we have turned out such good performers as Angus Pointer, a pacer that made a world-wide reputation competing against the fastest horses of America on the Grand Circuit, when he went through the season of 1907 with but a single defeat, and that in his first race on the circuit at Detroit, when he was hardly ready for a bruising race. However, he turned the tables in his next race, when he handily beat Baron Grattan, the horse that beat him at Detroit. The Canadian-bred

pacer afterwards went through the big races to the last meeting, which was at Lexington, Ky., without losing a heat except at Columbus, where he lost the first heat of the free-for-all class to Gallagher, another Canadian-bred. The succeeding heats, and the race, fell to Angus Pointer, as did the big two-minute pace at Lexington later on.

The campaign made by the unsexed son of Sidney Pointer was one of the best ever made by a harness horse, and stamped the product of Eastern Ontario as a truly great performer. He took a record of 2.01¾ in 1907, and his owner, Senator George Whitney, of Vermont, had every reason to think that he would pace a mile in less than two minutes the following year, but unfortunately the great pacer died during the winter, and the track lost an equine hero.

Gallagher, 2.03½, is another pacer bred in Canada that has attracted attention to this country as a producer of fast horses. This well-known pacer is a product of Western Ontario, and has a well-earned reputation as a great campaigner. Several years ago he went through the Grand Circuit, racing most successfully and consistently against the best horses the leading horsemen in the United States could pit against him, after which he was sold to go to Europe. He remained abroad but a single season, when he was returned to America and sold by auction at Cleveland, O., when he was knocked down to the bid of Messrs. Brown & Wigle, of Windsor. Many of the circuit followers thought the gelding had seen his best days as a racing proposition, and that the Canadians had bought a "gold brick" as it were, but the way Gallagher raced in 1907 made them all change their opinions, for he won many races in fast company, and paced a mile in Columbus, O., in 2.03½, equalling his former record. During the season he lowered many half-mile track records, and also the record for the Detroit Fair Grounds track, which he placed at 2.05. Gallagher is now owned by Mr. Brown, of Lexington, Ont., who bought out the interest of Mr. Wigle. Mr. Brown has placed the gelding in the hands of "Dan" McEwen, of London, who has been most successful with pacers, having campaigned such good ones as Ace, 2.05¼; Texas Rooker, 2.05¼; Geary, 2.05¾; Jubilee, 2.06¼; The Eel, record for season near to two minutes, and others.

The fastest pacing mare ever bred in Canada, and one of the fastest that ever wore harness, is Maud Keswick, 2.03¾, that was recently sold by Ex-Ald. O. B. Sheppard, of Toronto, to Mr. Brown, of Lexington. This mare started the season of 1905 a comparatively green prospect, and went into winter quarters that year with a record of 2.03¾, a notable achievement.

While the trio specially named are the only Canadian-bred harness horses to take records better than 2.04, there are many others with slower records that have helped to make turf history. Among these to mind are Free Bond, 2.04¼; Texas Rooker, 2.05¼; Geary, 2.05¾; Jubilee, 2.06¼; Darkey Hal, 2.07¾; Charlie B., 2.07¾; John McEwen, 2.08¼; Mattie Chimes, 2.08¼; Berthena Bars, 2.09½; Jerry Dillard, 2.09¾; La Point, 2.09¾, etc. Several of these have shown much greater speed than their records would indicate. For instance, the mare Darkey Hal paced a trial in 1907 at Columbus, during the progress of the Grand Circuit meeting at that place, in 2.03¼;

John McEwen, owned by the well-known steeplechase jockey, Nat Ray, of Toronto, paced a mile in public in 2.04 at Poughkeepsie in 1907, and as the track there is not considered anywhere near a fast one, it looks like Nat's pacer could have paced the Columbus track in its best condition in 2.02 or better. La Point has been many miles in her work around 2.05 over a mile ring, and Berthena Bars has shown 2.06 for a mile.

Although none of the horses named have established world's records, if we except Angus Pointer's waggon record of 2.03¼, Canada has the distinction of producing the holder of the three-year-old pacing record for a half-mile on a half-mile track. The gelding Black Bird, 2.11¼, created a world's record when he paced a half-mile in 1.04½ on the Exhibition track here in 1904. This record still stands, although it was equalled by the colt Ian Bar during the Canadian Circuit races at Stratford in 1907. Mr. Pierce, who trained and raced Ian Bar in that year, had a two-year-old in his stable that could pace a half close to 1.05, and he was confident there would be a new record for three-year-olds when the youngsters got to racing.

In years past many trotters bred in Canada were able to go south and win on the big tracks, but only one was able to get into the charmed circle of select society, and that one is the gelding Wentworth, who took a record of 2.04½, the fastest ever obtained by a Canadian-bred. Wentworth was foaled in the vicinity of Hamilton, and was unbroken until five years old. He was sired by Superior, a stallion owned by the veteran Simon James, who, by the way, is still hale and hearty at his home below the mountain, although carrying the weight of more than fourscore years. It was Mr. James' son, Havis, now recognized as the leading Canadian Knight of the Sulky, that first brought Wentworth into the limelight, winning many important races with the black gelding on the Grand Circuit. Among the back numbers, Alvin, 2.11; Geneva, 2.11¼, and Fides Stanton, 2.15, were the bright lights. Later the trotters from this side to attract attention were Johnny, 2.12¼; McAdams Jr., 2.12¼; Larabie Rose, 2.14; Mary Scott, 2.14; Jennie Scott, 2.14¼; Othello, 2.14¼, and Ayliffe, 2.16¼. Of these, much was expected of the gelding Johnny, that is owned by the Brantford horsemen, Messrs. Hunt & Colter. At the beginning of the season of 1906 it was confidently thought by those on the inside that Johnny would return to winter quarters with a record of 2.08 or better, but unfortunately the little trotter went wrong in one of his hind legs and did not get to race. The following winter he was started on the ice circuit, and made good in all the races, and in 1907 he was sent after the money on tracks in the United States after he had cleaned up the trotting stakes on the Canadian Circuit. Race after race was won by the Brantford trotter, and it was only when he measured strides with the fast flyers at Detroit, in the celebrated Merchants and Manufacturers' Stake, and at Columbus, that he met with defeat.

Of the trotters in Canada to-day probably the fastest is the black gelding Othello, owned at Chatham. This horse has made but one start on the Grand Circuit, but in that he showed much better than a 2.10 trotter when he was second to Daniel at Columbus last fall in 2.08¼. Othello continues to be raced on the big tracks, and unless all signs fail, another extremely fast trotter has to be credited to Canada.

Another world's record that is held by a Canadian-bred, is that for trotters in a half-mile ice track. This is 2.19¼, and was made during the winter of 1907-8 by the gelding King Bryson, owned by Mr. Samuel McBride, of Toronto, when he trotted at Plattsburg, N. Y., in a winning race. King Bryson went through the winter's racing with a phenomenal string of victories, winning many important races, and, judging by the form shown in his early training, he is entitled to be considered one of the trotting stars on the Canadian tracks.

Inextricably concerned with the progress of the harness horse in Canada is the enterprise shown by her largest breeders and owners, notably, that of Miss Wilks, of Cruickston Farm, Galt, and Mr. A. C. Maclaren, of Buckingham, Quebec. A general article, however, is not the place to deal with individual ventures. Still it is impossible to avoid paying respect in dealing with the subject to those who stand out so prominently as do Miss Wilks and Mr. Maclaren, the former as the owner of the one-time champion two and three-year-old Kentucky Todd, 2.08¾; the ill-fated Sadie Mac, 2.06¼; the stallion Mograzia, Oro Wilkes, and a hundred others; and the latter as the forerunner in a leading position primarily with the good race-horse and magnificent producer Larabie the Great, 2.12¾. Nor should the enterprise be forgotten in by-gone days of such men as Angus Sinclair, of Roslyn stock farm, "Ansonia" Stewart, J. C. Dietrich, of Galt, and others.

If we mistake not, harness racing has bright days before it in every province of Canada, for in every province both the trotter and the pacer are making great headway. While the thoroughbred is practically unknown in the Maritime Provinces, the trotter and pacer are everywhere to be found, and no Fair is considered complete unless the harness horsemen make bids for victory. This is true also as regards Manitoba, although here and in the Territories and in British Columbia the thoroughbred is making considerable progress. But the great hold of the light harness horse lies in road racing, and in the innumerable driving clubs that have sprung up, and are still springing up, all over the land.

EDWARD SELKIRK SKEAD

EDWARD SELKIRK SKEAD, of Ottawa, is one of the best known horsemen at the capital of Canada. The son of the late Hon. James Skead, senator, who was one of the pioneers of the lumber business in the Ottawa valley, he was born in Ottawa in 1855. After a course at Upper Canada College, Toronto, he travelled for a year and then returned to Ottawa to enter upon his father's business, which he has since conducted successfully.

Edward Selkirk Skead

Early in life he showed sincere affection for horses, which was accentuated when on his ninth birthday he received the present of a Shetland pony, which lived for thirty-two years, and was a favorite of two generations.

His greatest pleasure in life has been the following of the hounds, and even now he maintains his custom of riding to hounds on every possible occasion. His favorite hunter was a mare, Titula, which did yeoman's service, won many steeplechases, and was finally killed while going through a heavy field. Mr. Skead was in his younger days a noted polo player.

He has been a familiar figure at most of the leading horse shows, having driven many a prize-winner at Madison Square Garden, Philadelphia, Boston, Montreal and Toronto He has also been long regarded as an excellent judge of saddle horses and hunters, and when an opinion as to the purchase of a hunter is wanted he is looked to, owing to the reputation gained in judging this class of horses at the numerous shows on this continent.

His stock-farm "Riverview," on the Aylmer road, is one of the best equipped in the Ottawa district. No lover of horses who goes to Ottawa returns home without visiting the Skead farm, and all who have any regard for man's best friend are assured of a cordial welcome from the genial host and his family, who are as enthusiastic lovers of the horse as is Mr Skead himself.

Mr. Skead has always been ambitious to have a race track established at the Capital and has devoted considerable time furthering the scheme, offering his property on the Aylmer Road for the purpose at considerably lower price than the property was worth, and at time of writing it seems that Ottawa would at last have a race-track for thoroughbreds.

In the ice meeting as well Mr. Skead has also taken a lively interest and is well known to horsemen both on this and the other side of the line.

The picture that accompanies this sketch is the heavy hunter Rufus, bought as a green one by Mr. Skead and developed by him till he was a prize-winner in his class. Mr. Skead is a member of many of the social clubs at the Capital and is a great favorite among his fellow-clubmen.

RUFUS, HEAVYWEIGHT HUNTER

GEORGE W. VERRAL

TRULY one of the most remarkably quiet men in Canada is George William Verral, of Toronto, who, although almost an octogenarian, appears like a man approaching his sixtieth instead of his eightieth year, for he stands erect, sees well, talks in a most entertaining fashion, and looks back with serene satisfaction upon a life characterized throughout by that usefulness which has been such a factor in men of his calling helping to make Canada a nation. His contentment is emphasized by the fact that the good lady he married over half a century ago is still his able helpmate, and the six daughters and two sons which blessed the union are all hale and hearty. Mr. Verral was the founder of the business now so widely known as the Verral Transfer Co., and the story of the old gentleman's career is one that is calculated to inspire the young Canadian and spur to emulation.

Mr. Verral was born at Seaford, Sussexshire, England, in March, 1829. His father, Dr. Charles Verral, was a prominent physician, widely known in England as the inventor of the Prone Couch, a cure for spinal diseases, which was of such benefit to the community that the existing Prone Couch hospital in London was established

GEORGE W. VERRAL

and was for a long time managed by a brother of the inventor, also a doctor. Mr. Verral's grandfather on the paternal side was also a medical practitioner. On the maternal side the grandfather was a clergyman of the Church of England. One of Mr. Verral's prized possessions in his pretty residence at 43 Kendal Ave., Toronto, is a framed account from a Brighton paper of 1875, entitled "History of our Ancestors," devoting two columns of space in eulogy of the Verral family.

Mr. Verral started out for himself in life early. He was some years at a boarding school in Lewis. His father died when the lad was fourteen years of age. The executors of the estate deemed it wise to send George to Canada, where his brother, Dr. Henry Verral, was practising at Goderich; so in 1843 the boy came across the Atlantic in a sailing vessel, a "packet ship," reaching New York after a long and uneventful passage. It took him a week to get from New York to Toronto. The New York Central Ry. was then in course of construction, and young Verral, to get to Toronto, had to take a small steamer up the Hudson as far as Albany. Then he travelled by canal boat to Rochester, and from there came across Lake Ontario, on the little steamer *Rochester*, to Toronto. The lad was of a courageous nature and decided to depend entirely upon his own efforts to mould his future. His first occupation was gardening, which did him good, and is probably responsible for his husky frame and bright intellect to-day. Then he went into the employment of a Mr. Sams, who conducted a store on King St., Toronto. Mr. Sams was a famous English cricketer, from Brighton, and was well acquainted with the Verral family in the old land. Young Verral was very satisfactory, but the end of his career as a store assistant came under tragic auspices. Mr. Sams went to meet the steamer at the old wharf, foot of Yonge St., to get some goods. He stood too close to the edge of the dock, and the fender of the steamer struck him, causing his death. At this time, Mr. Verral was about twenty years old and, seeing the opportunities open for the success of a livery business, he went into partnership with Mr. Farley and opened an establishment on York St., a site now occupied by a portion of the Rossin House. In connection with this business, he became intimately acquainted with officials engaged in the construction of the Grand Trunk Railway. Mr. Tait, superintendent of the building of the line east of Toronto, was impressed with the young man's ability, and induced him to accept a position on the surveys. He was engaged in railroad work for about five years, when the work was completed. At the conclusion of the fourth year of this service he was offered the position of station master at Whitby, but declined it, on the representations of his friends in authority, who said that when the road was completed there would be far better positions which Mr. Verral would be capable of filling. However, changes were made in the management, and the new faces in charge were strangers from the Old Country, and the good job did not materialize. Then Mr. Verral went back to the livery business. He was always fond of horses and by this time was well known in the community. He established a stable at the south-east corner of Wellington and York Sts., but the property was sold and is now the land upon which the Toronto Club stands. Then Mr. Verral moved to Front St., opposite the Custom House,

but fancied getting further west, so he bought property on Wellington St., between Simcoe and John Sts. He built large stables on Mercer St. and also erected a comfortable residence near by. This property he occupied for nearly forty years. About fourteen years ago he sold out to the Verral Co., of which his two sons, George and Charles, are the guiding spirits of to-day, and are in control of an enormous business.

Mr. Verral was for years active in municipal politics. His fellow-citizens appreciated his energy and ability to give the municipality good service, and for ten years, continuously, honored him by returning him as Alderman. For seven of these years he sat for old St. George's Ward, and then, when that district was incorporated in the new system of wards and was part of Ward Four, he was elected for each of the next three years. For several years he was chairman of the Market and License Committee and also sat upon the Board of Harbor Commissioners. Though now out of all kinds of politics, he is yet an ardent champion of every matter he considers in the welfare of the city and country, and he still has a fondness for his old friends, the horses, and the livery business in particular. Mr. Verral says that he never had time to go in for show horses. His fancy was a good, strong livery horse, and there is no better judge of such anywhere. Mr. Verral has been an enthusiast in Masonic circles and is a member of the Sons of England. He is an energetic adherent of the Church of England and was for several years a member of the Anglican Synod. He was married in Toronto, fifty-three years ago, to Miss Anne Farley, and the union has proved a most happy one. It is a source of congratulation that the hand of death has not made any gaps in his large family. Mr. Verral mentions with pride that he was himself one of a family of twelve—nine girls and three boys. Only two survive, himself and a sister eighty-nine years of age, resident in London, England. Mr. Verral's eldest son, George, is well known in Ontario political circles. In the Provincial election of 1904, he was the Liberal candidate defeated in West York by the late Hon. J. W. St. John, Speaker of the Local House. Both he and his brother are bright business men, with an inherited capacity for work and keen business instinct bound to culminate in success. Recently they have added to their facilities half-a-dozen fine motor tallyhos, which are very popular with tourists on the rounds "Seeing Toronto." Mr. Verral is justly proud of his boys, and their wish that the old gentleman may still be spared for many years is echoed by thousands of people who have enjoyed his acquaintance. He says his working days are over, but, nevertheless, he always finds something useful to do somewhere.

POLO IN CANADA

ANCIENT a game as Polo is, it has not as yet taken what might be called a very emphatic hold upon Canada. It made its appearance in the West somewhere around 1889, when some officers and young Englishmen took the game up and established teams at High River and Calgary. Gradually more teams were organized, among them one each at Sheep Creek, Cochrane and Pincher Creek, the advance guard being usually young Englishmen who had gone in for ranching. Before long Canadians took kindly to the game and at this time Alberta alone can boast fourteen strong teams.

Lieutenant-Colonel Williams, at present Commander of the Royal Canadian Dragoons, was one of the earliest to exhibit a penchant for the game, and when, in 1900, he found himself in Winnipeg, he at once proceeded to organize a club there. Unfortunately, this club was not of long duration, but a couple of years ago another club was formed in the Prairie City, and this year it is proposed to hold a tournament, if not on as ambitious a scale as the bonspiel held in the winter annually, at any rate in a manner more liberal, and even generous, than has characterized any tournament in Eastern Canada. Teams are also to be found at Qu'Appelle, Indian Head, and one or two other places in Manitoba. The Western clubs have held a tournament annually since the introduction of the game. New blood is continually going in and, the country being well adapted for the sport, young men of the territory soon acquit themselves well and, as we have seen on several occasions, have rather the best of their friendly rivals in Ontario and Quebec. On several occasions teams from Alberta have visited Toronto and Montreal and the high standard of play shown by them has greatly helped the game in Eastern Canada. As regards ponies, the majority used are from our own Northwest, and although some have been imported the native-born have usually proved the best.

In 1901, Colonel Lessard, C.B., then commanding the Royal Canadian Dragoons, determined to organize a club in Toronto, and having a pronounced disposition to put his ideas into practical and businesslike effect, proceeded to the west in search of the requisite ponies. He returned with about thirty, which were speedily taken up by gentlemen who had been attracted by the new game. As in all matters involving equestrianism, the Hunt Club immediately fell in with the Colonel's views and formed, if not a numerically strong branch, at least an association that made up in enthusiasm any deficiency in numbers. Mr. J. Kerr Osborne became the first President of the Toronto Hunt Polo Club, and Colonel Lessard, Captain.

In the same year Montreal organized a club, with Lieutenant-Colonel Meighen as President and Doctors C. Simard and Mignault as strong supporters. Mr. Alfred O. Beardmore was kind enough to present a cup for play between the Montreal and Toronto Clubs. This competition has taken place annually since 1902, Montreal having won the trophy twice and Toronto four times. In 1903 the Toronto Club organized an International Tournament, and presented a trophy to be known as the

International Cup. This cup was played for by American and Canadian teams annually, but Rochester, N.Y., proved the best by beating Toronto three years running and winning the cup outright. Another gold cup was presented by the late Mr. J. G. Averil, of Rochester, N.Y., to be competed for on the same conditions as the International Cup presented by the Toronto Club. This trophy has been won two years in succession by the Toronto Hunt Club team and it is now in their possession.

In the 1902 tournament, held in Toronto, High River, Rochester, Montreal and Toronto competed. High River, the members of which team played a spanking, resolute game all through, won tolerably easily. In 1905 the second tournament was held in Toronto, with the same team competing and Buffalo as an addition. The High River quartette again proved themselves expert at the game and again won. During this tournament a match was made between Eastern and Western players, and the latter won. In 1906 a tournament was held in Montreal, the competitors being Calgary, Montreal, Toronto and Kingston. The Limestone City team, it should be mentioned, organized by that ever unwearied enthusiast, Lieutenant-Colonel Williams, made its *debut* at this tournament, and although the gentlemen of the team gave a creditable account of themselves, Toronto came out victorious. It should have been mentioned that prior to this, in 1905, the year the Kingston Club was formed, a second club, called the Back River, was organized in Montreal, Major George Hooper being the moving spirit.

In 1907 Montreal beat the Toronto Club and won the Beardmore cup, making that city's team a second time winner.

In 1904 the Eastern Canadian Polo Association was organized, with Lieutenant-Colonel Williams as the first President. The Montreal and Toronto Clubs were the sole members at first, but since they have been joined by Back River and Kingston, and have some hopes of Hamilton and Ottawa coming into line. All Polo tournaments in Eastern Canada are held under this Association, of which Lieutenant-Colonel Williams is still President, Lieutenant-Colonel Meighen, of Montreal, being Vice-President, and Major Elmsley, Secretary-Treasurer. An Executive Committee is formed of two members from each team.

Colonel Lessard, whose removal from Toronto to the Military Headquarters at Ottawa, everybody in the former city greatly regretted, at latest advices was taking an active part in forming a club at the Capital. An organization is also in progress at Quebec.

Up to 1906, Quebec, although a strong military centre, had not seen the game played, but in that year two Montreal teams went to the ancient Capital and played an exhibition match before two thousand people.

Toronto's first experience was somewhat after the fashion of Quebec's. In 1902 a couple of teams, under the direction of the late Harry Hamlin, visited the city and played an exhibition game during the holding of the Exhibition in the old horse-ring.

It is rather singular, considering the enthusiasm that was manifested then, that eight years should have been allowed to elapse before anything was done to organize a

Polo Club at the Capital of Ontario. However, now that the game has got a firm hold there, and is in the hands of men like Colonel Williams, who are indefatigable in anything they undertake, the game is bound to push rapidly ahead. A Polo Tournament is held in Toronto in the latter part of September. In addition, other matches are arranged for a beautiful cup, presented by Lieut.-Colonel Meighen, of Montreal, to the Toronto Hunt Club for annual competition on their grounds, which, by the way, experts declare are among the best, if not the very best, on this continent. The Toronto Club presents pewters to the winning team.

The Ontario Jockey Club has also shown an interest in the game by having a ground made in the eastern section of the enclosure formed by its splendid mile track. Undoubtedly during this and coming years, this new ground will be the scene of many important matches.

Montreal, in 1907, had a most successful season, not only winning the Canadian Championship from Toronto, but also coming out ahead in the "Grand Union" Tournament at Saratoga, N.Y., and only missing the "United States" Tournament at the same place by three-quarters of a goal. Montreal, however, had the good luck to secure two most excellent players in Messrs. Henry Robertson and Justine Freeman, gentlemen who acquired their knowledge of the game in the west, and who had previously figured on victorious teams, representing High River, at tournaments both in Toronto and in Montreal. Captain Pickering is another splendid player that Montreal has had the good luck to enlist. These three, and Lieutenant-Colonel Meighen, made up the team that won at Saratoga, as well as in the other matches in which Montreal successfully competed in 1907. As regards the general history of the game at the Commercial Capital of Canada it should be mentioned that the Montreal Club was organized in 1901 and has made continual progress. Of 11 matches played in 1907 the Club won 9. It was the first Canadian Club to send a team to take part in a regular American Polo Tournament held under the auspices of the American Polo Association.

The Western Polo Association has a vigorous existence, being able to boast more clubs than any other Polo Association in the Dominion. Its membership is fourteen or fifteen. Under its auspices a tournament was held in Winnipeg in 1907, when High River, with unrivalled consistency, won. The competitors, besides Winnipeg and High River, were Qu'Appelle, Indian Head and Souris.

At present the President of the Toronto Hunt Polo Club is Mr. Alfred Beardmore, who presented the first cup, with Colonel Williams, Captain; Captain Douglas Young, Secretary-Treasurer, and Major Elmsley, Captain Straubenzie, Messrs. D. W. Baxter and Ewart Osborne, members of the Executive. A moving spirit in the progress of Polo in Toronto, has been Dr. Campbell Meyers, to whom, and to the Hunt Club, admirers of the ancient game in the Queen City of Canada owe a great deal.

SENATOR ROBERT BEITH

CANADIANS have every reason to be proud of Senator Robert Beith, who is probably one of the best known horsemen on this continent. Senator Beith has to his credit more prize ribbons than any other breeder of Hackneys, as well as having the distinction of being the only Canadian to win championships at the World's Fair shows, both at Chicago and St. Louis.

He has paid particular attention to the horse the greater part of his life. Having a stock farm, which is known as "Waverly," at Bowmanville, Ontario, he not only pays

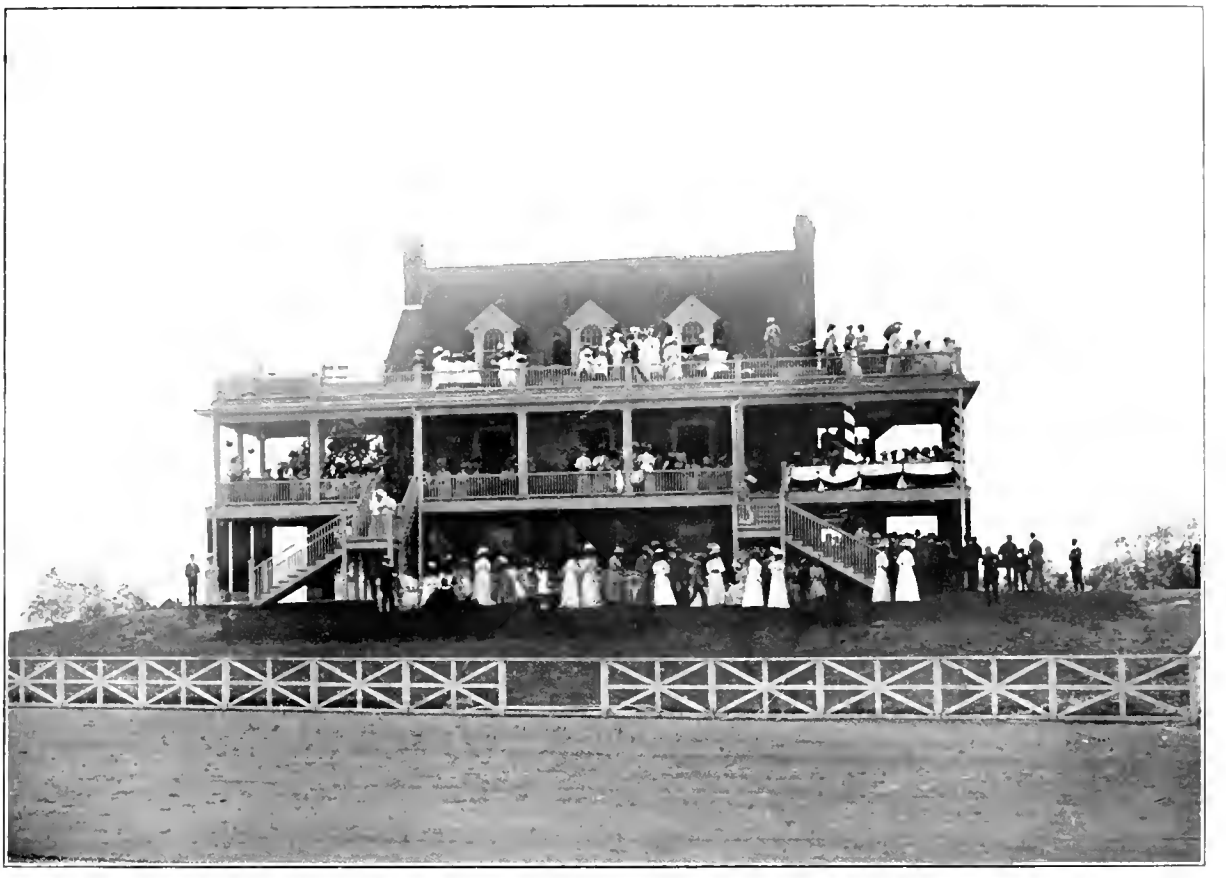
Champion Hackney Stallion, Gripthorpe Playmate. Property of Senator Robert Beith

attention to the breeding of Hackneys, but in a small way to Clydesdales, and has also won prize ribbons with this class of horses.

Mr. Beith has never taken up any other business than farming and stock raising. In this he has been most successful, even from the beginning. He has raised many a prize-winner at his farm, and is more proud of this than of winning with his importations.

Robert Beith was born in Darlington Township in the year 1843, being the son of Alexander Beith, of Argyleshire, Scotland. After taking a prominent part in politics for years, he was appointed to the Senate in the year 1907, and is now looked on as one of the stalwarts of the Liberal party.

When Mr. Beith was about twenty years of age he branched out as a horseman. The greatest victory ever scored by Mr. Beith was when he won the championship at the World's Fair at Chicago in 1893 with Jubilee Chief. The next great victory was when Saxon, another Hackney stallion, won the same honors at the World's Fair at St. Louis. This pair won innumerable ribbons, and were sold for a big price to Americans. Two other good ones owned by Mr. Beith were Gripthorpe Playmate and Robin Adair. These were also great prize-winners. The horse Saxon brought the largest price ever paid for a Canadian-owned horse sold at public auction, as he brought the sum of five thousand five hundred dollars. Mr. Beith manages his own stable, and makes all his own selections when he imports English-bred ones. He is of a genial disposition, but very modest in his manner when speaking of himself or his many victories in the show ring.



The Club-house of the Montreal Jockey Club

MONTREAL JOCKEY CLUB

IT is no stretch of imagination to say that the new race-course at Blue Bonnets, the home of the Montreal Jockey Club, is the finest and the most up-to-date in the Dominion of Canada. Nature, money and brains have been united into a combination which has given the public of Eastern Canada, and Montreal particularly, an ideal resort for the "sport of kings." Of all its improvements that have marked the progress of the Province of Quebec and the City of Montreal, none will prove of more benefit than the formation of the Montreal Jockey Club and the building of such a first-class track. Its benefit will be felt more in the years to come than at the time of writing. The plant is beautifully situated west of the mountain, consisting of one hundred and seventy acres of most fertile ground, being conveniently accessible to the city, and reached either by the street cars or by railway. The circumference of the track is one and one-eighth miles with two chutes, one for the mile, and the other for the seven furlongs races. The home stretch is a particularly long one, being nearly three-eighths of a mile in length, which is beneficial

to racing from every standpoint. The width of the course is over a hundred feet, which does away with all possible danger of accidents so common on the turns of narrow tracks. At the finishing wire there is a first-class stand with a seating capacity of four thousand, and a most up-to-date club-house and lawn for the use of the members. At the other end of the stand is the rotunda, while directly behind the club-house is the saddling paddock, which affords accommodation for as many as twenty horses at a time. The saddling paddock consists of an L-shaped building with twenty stalls. The stabling accommodation has been increased until there is now accommodation for at least six hundred horses.

The race track proper will in future years make the place famous. The soil is of such a nature that great speed must necessarily be the outcome, and what with its chutes, long stretches, great radius, and beautifully banked curves, Blue Bonnets is certainly made to order as a safe and speedy track. This also applies to the steeplechase course, which is as level as the proverbial billiard table. Those who have ridden over it, and who should know, claim it is unsurpassed.

One of the good features of the place is the electric light plant which has been installed, doing away with all danger from fire around the stables and building. A telephone system was also installed, so that the stewards in their official capacity can communicate with every portion of the park. This also applies to the starting points, no matter from what portion of the grounds the thoroughbreds line up.

The citizens of Montreal and vicinity are to be congratulated, not only for having such a splendid place for testing the speed of the noblest of all animals, the thoroughbred, but also because those who are at the helm of this worthy enterprise are gentlemen of such genuine enthusiasm and undoubted probity as must compel the hearty co-operation of the public, which will make Montreal a great racing centre.

The project of organizing a jockey club and constructing a racing plant was first taken up by John F. Ryan in September, 1905. The first month was devoted to innumerable trips in search of a suitable site, and the ground now owned by the Club was selected by him after several other sites had been looked over, not only because it was geographically as near the centre of the island as possible, but because the facilities for transportation from Montreal and outside points were most superb. The option on the property was secured in October, 1905, by P. M. Fenny and John F. Ryan, and in November a charter was secured, when the new organization was named the Montreal Jockey Club, Limited. The charter members were Frank S. Meaghen, John Boden, G. W. Stephens, James Carruthers, Welton C. Percy, John F. Ryan, and P. M. Fenny. The capital stock was fixed at $250,000, divided into 2,500 shares at $100 each.

Next came the election of officers at a meeting of the provisional directors in December. Sir H. Montagu Allan was unanimously elected president; The Honorable Judge Robidoux and W. P. Riggs, vice-presidents; John F. Ryan, general manager, and the following executive committee appointed: Sir H. Montagu Allan, Welton C. Percy, James Carruthers, Colin Campbell and John Boden.

During the same month the land held under option by Mr. Ryan was turned over to the Montreal Jockey Club, a prospectus was issued, and subscriptions solicited, with such success that Montreal was admitted to the second circuit, and it was decided to race under the rules of The Jockey Club of New York. In June, 1906, operations were commenced on the plant, and throughout the summer the weather was so favorable to progress that by October of the same year the Montreal Hunt Club and the Foxhunters' Association were able to hold their hunt meetings at the new course.

A complete waterworks system was installed, by which artesian water is now distributed to all of the buildings, including the stables. Splendid roadways have been constructed to the course, making it accessible by carriage or automobiles from all parts of Montreal.

The new course is most pleasing to the eye. There are trees in abundance, of oak, elm and maple, an attractive grove of these being immediately in the rear of the grand-stand. Mount Royal looms up beyond the back stretch, with the city creeping up its terraced sides. The paddock and lawns are extensive, while the space in front of the stand is banked up, giving an uninterrupted view of every race by those preferring to stand on the ground.

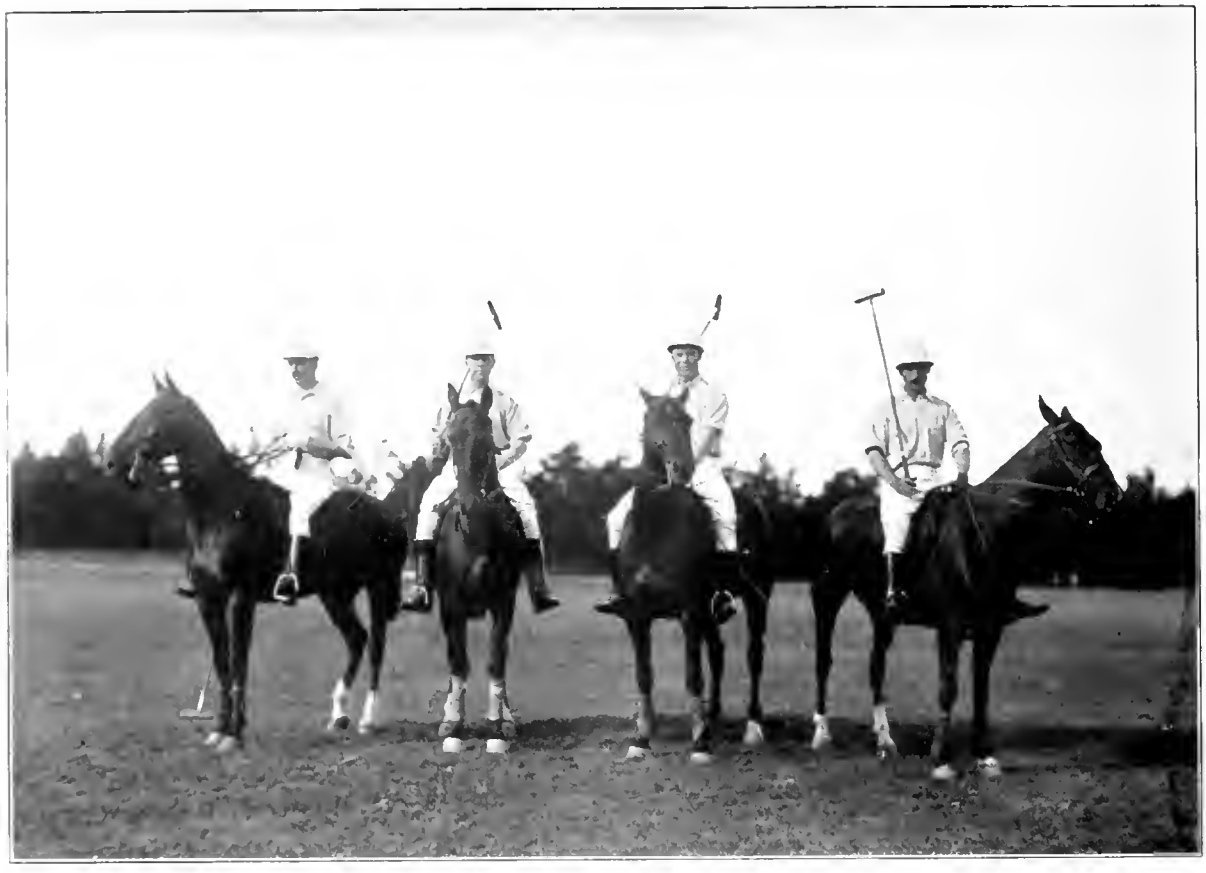
The buildings are of the old French and Colonial style, with spacious balconies looking on to the track as well as the paddock. The club house is luxuriously furnished and decorated, and is by far the most complete structure of its kind in Canada.

The first meeting of the Montreal Jockey Club was held during June, 1907, with the following officials and directors: President, Sir H. Montagu Allan; vice-presidents, Hon. J. E. Robidoux, William P. Riggs; directors, James Carruthers, Colin Campbell, Hugh Paton, Major Geo. Hooper, Bartlett McLennan, Hugh A. Allan, O. E. Ogilvie, Welton C. Percy, John Boden, Dr. Charles McEachren, Hon. J. P. B. Casgrain, Hartland B. McDougall; executive committee, Sir H. Montagu Allan, James Carruthers, Colin Campbell, Welton C. Percy and John Boden; John F. Ryan, general manager; W. Northy, secretary-treasurer.

The inaugural meeting proved a marked success from every standpoint, and for a new track it was surprising the time that was made in the different trials of speed. The attendance was much larger than was anticipated by the most sanguine of the directors or shareholders. The purses were most attractive in size for an opening meeting, and brought horses to Canada whose owners had never raced here before.

It was decided to hold another meeting in the fall, which was even more successful from a racing standpoint. In this first year of its existence the Club paid out in stakes and purses to owners $76,275.

A word must be said about the officials and directors. They spared nothing to make the first year a successful one, and their work will long live as a monument in the racing world. Each and every horseman left Montreal loud in praise of the course and the treatment received. A remarkable feature was that Montreal paid financially the first year, which was never known in the history of racing before.



Montreal Polo Team

MONTREAL POLO CLUB

POLO is a grand game for the development of dash, vigor and daring. It is also an interesting game to watch. The Montreal Polo Club is the oldest in Quebec Province, and one of the oldest in the Dominion of Canada, having been first organized in the summer of 1899, with grounds at St. Lambert. These grounds are as good as any on the continent of America, and are beautifully situated within a short distance of the centre of the Island of Montreal. They can be easily reached, and members are most regular in attendance during the polo season. The Montreal Polo Club is largely responsible for the game being played in both Ontario and Quebec, for it was the first to show any travelling enterprise. Formed from members of the Canadian Hunt Club, the membership list for the first couple of seasons was a small one; each year, however, the roll has increased until the Club is now a flourishing organization known not only to Canadians, but to the polo players of the United States. This Club has the proud distinction of having been the first Canadian polo club to send representatives to the tournament at Saratoga, the home of polo in the United States. Montreal was represented at this tournament in the year 1907 for the first time, and did remarkably well, winning all but one of the games in which they competed.

Many matches are played each season, and in 1907 the Montreal men proved their calibre by defeating all of the other Canadian Polo Clubs they met, thus undeniably establishing a claim to the title of Canadian champions for that season.

To Mr. George A. Simard must be given credit for the existence of the Montreal Polo Club. He was the first President, and the first matches were played at his farm. In the summer of 1899 Mr. Simard imported a carload of polo ponies from the far West that had not even been halter broken. They were brought to Montreal and the most likely selected and given over to a breaker for education.

During the summer of 1900, a field was prepared and practicing commenced. This continued, and by the end of the season the players were ready to make a creditable showing for a new organization. Officers were elected by the Club, with Mr. Simard as the President.

The original members of the Club were: Geo. A. Simard, Doctor Mignault, P. A. Beaudoine, Archibald Allan, and Col. Meaghan. These gentlemen made up the team from year to year and have played the majority of the matches. The greatest change came to the team in the season of 1907, when the quartette consisted of Messrs. Robertson and Freeman, Captain Pickering and Col. Meaghan. The Club has always been noted for the good ponies owned by the members. They are well looked after, the members going so far as to rival one another in securing the best each season. This has contributed largely to the success of the Club both at home and abroad, for a handy, clever pony is as necessary as a good man.

Messrs. Freeman and Robertson and Captain Pickering learned to play the game before coming to Montreal, while the other members of the Club learned to play it on the grounds of the Club. Captain Pickering picked up the game in England and Scotland, while both Mr. Robertson and Mr. Freeman learned to play in the far West, they at one time being members of the famous High River Club. Col. Meaghan and Mr. Simard, the two oldest members of the Club, are taking an active part to-day. All are well-known horsemen and show great skill at riding. They are members of the Canadian Hunt Club, and take a great interest in the welfare of the horse.

Out of the Montreal Polo Club sprang the Back River Club, with grounds at Cartierville, and which is now a well-known organization.

Mr. J. C. Watson on Okemissa. Going to the Post, Montreal Hunt Cup Steeplechase, September 14th, 1907

JOHN C. WATSON

ONE of the brightest young horsemen in the Province of Quebec is Mr. John C. Watson. He is well known as a reinsman, as well as a nervy and fearless rider, being a prominent member of and one of the regulars at the Montreal Hunt. In the show ring very few surpass him, while as a steeplechase rider he has won many events.

He developed the art of riding when only a boy, and by paying particular attention to it has become a master equestrian. He was one of the original members of the Montreal Polo Club, and when the Back River Club was formed he joined them, and is one of their best players. He has been associated with the horse more or less all of his life, having his initial mount at the first horse show held in Montreal. Since that time he has ridden at Montreal, Madison Square Gardens, Boston and Toronto, winning a good share of ribbons.

Born in Montreal, Mr. Watson has always made his home there. He embarked in the brokerage business, and soon became prominent. He is a general all-round favorite, and his stable is seldom or never without a classy hunter and a first-class string of polo ponies.

PERCY FORBES MATHIAS

THE honor of winning the first race over the new Blue Bonnets course at Montreal fell to Mr. Percy Forbes Mathias. There is probably no better known or more admired gentleman rider in the Provinces of Quebec or Ontario than Mr. Mathias, who has shown an interest in the horse for many years. He has done all within his power to further the sport, giving up a great deal of his time to it. He is not only known in Canada but throughout the United States, and has ridden on the majority of the tracks for the love of the sport, and not for any financial gain.

A record of five victories out of seven starts on the Montreal Club's course at Blue Bonnets is one that will not be equalled in some time to come, and this is held by the subject of this sketch. The first race won on this track by Mr. Mathias was with the mare Kathleen, owned by Mr. C. S. Campbell, K.C., it being over a distance of a mile. The next was at the inaugural meeting of the Montreal Jockey Club in the spring of 1907, on Peter Knight, owned by W. Keating. This victory was repeated later on with the same horse. The next was on Kumshaw, owned by H. Higginson, while the other victory was on Brick Top, owned by Dr. McEachren. Mr. Mathias also finished second with Peter Knight at the same meeting.

PERCY FORBES MATHIAS

Mr. Mathias' first start in the racing world was when he owned The Babsquada. It was on this mare that he rode his first race, and finished second in a field of seven starters, being the only gentleman rider up. He is one of the oldest members of the Montreal Hunt, and can be found regularly at the runs.

Mr. Mathias is the son of Major Mathias, of Melbourne, P.Q., having been born at Mold, Wales, and coming to Canada thirty years ago with his parents. He went into the insurance business in Montreal some years ago and at the time of writing is one of Montreal's brightest business men. He has been connected with the Norwich Union Fire Insurance Society for a number of years, being one of the society's special agents. Mr. Mathias was married in the fall of 1907 and makes his home in Montreal. He is a member of the St. James Club, as well as of many of the other organizations of Montreal.

Ottawa Hunt Club Pack

OTTAWA HUNT CLUB

IT may be said without fear of contradiction that few organizations in Canada have met with more prosperity than the Ottawa Hunt Club. Even though it is scarcely old enough in years to possess what might be called a history, it is already thriving, and thriving well. Years ago there was an organization of a similar character formed during the *regime* as Governor-General of Earl Dufferin, and remembered still for the particular fact that at that time Earl Dufferin donated one cup and the Rideau Club another for the annual competitions. Even yet the cups are eagerly sought for, but as the condition attached was that each one should be won three times consecutively, it is scarcely necessary to say that they are still in the possession of the Club. Such is the uncertainty of horses and of riders.

Until a few years ago, as has been intimated, the horse-lovers of the Capital were without an organization. It was in the spring of 1906 that Dr. Webster, the present master of the Club, conceived the idea of getting the horsemen and horsewomen together, and then was formed a riding club. It was decided at the inaugural meeting to do some cross-country riding on Saturday afternoons. Soon after it was proposed to buy some hounds, and the farmers in the surrounding country were inter-

viewed with the object of securing permission to ride over their lands. This, needless to say, was soon secured, and the Club settled down to business.

At the moment, Earl Grey, the Governor-General, was in Western Canada, but upon his return he identified himself actively with the Club, and gave it a great deal of encouragement. The pack was increased to seven couples of hounds, and the Club was organized shortly afterwards on a regular basis with Earl Grey as Honorary President, Mr. J. W. Woods as President and Mr. W. G. Charleson as Secretary. The hunts were held regularly on Wednesdays and Saturdays, and gradually the field was increased to thirty riders. In 1907 it was decided to buy a permanent home, and the Upton Farm, consisting of 160 acres on the Bowesville road, was purchased. Members of the Club were solicited to take stock, and within the almost incredible time of two weeks the sum of $10,000 was raised. The Club has since erected an extensive kennel and bungalow. A hunt steeplechase course has also been laid out. In 1907 the pack was increased to twenty couples, and more gratifying still, the membership roll has been increased until it is now 180. It is believed that the hunts are attended by the largest fields in Canada at the present time, since it is seldom that less than fifty riders turn out.

The Club certainly is in an enviable position at the present moment, and the interest is continually on the increase. The membership is growing steadily, and the sport, to express it mildly, has taken a firm hold. Earl Grey is one of the keenest supporters of the Club, and all the other officers are equally energetic. Outside of those who are personally responsible for the conduct of affairs, the private members are keen enthusiasts, and, so far as they are called upon, do everything to promote the interests of the organization.

In 1907 the officers were: Patron, Earl Grey; President, Mr. J. W. Woods; Master, Dr. R. E. Webster; Secretary, Mr. W. G. Charleson; Executive Committee, Colonel J. Hanbury Williams, C.M.G.; C. Berkeley Powell, E. S. Skead, J. L. Garland, J. K. Paisley, Major Vernon Eaton, Major A. H. Panet, Dr. D. T. Smith, Hugh Carson, Hector Verrett, J. B. Duford, and R. B. Sinclair.

JOHN F. RYAN

TO John Francis Ryan, the subject of this sketch, is due a great deal of the progress in the racing of thoroughbreds in this country. He has from his schoolboy days paid more or less attention to the thoroughbred, and it was through his efforts that the Montreal Jockey Club was formed. That it will become famous in the years to come, and long live as a monument to its founder, is now beyond a shadow of doubt. It was through Mr. Ryan that the newspapers of Toronto first paid particular attention to the racing at Woodbine, and through him that the idea of giving accounts of the early morning trials at the track were taken up. This was solely and purely his original idea in Canada, and in getting the public interested in the actual doings of horses it is still perhaps the greatest magnet in gaining patrons for the sport.

JOHN FRANCIS RYAN

Mr. Ryan always catered to the horsemen and is looked on as one of the greatest of turf authorities at the present time. He has devoted many years of his life to this work, being most successful in all of his ventures, the greatest of all being the founding of the Montreal Jockey Club.

Mr. Ryan is a Canadian by birth, and is proud of the fact. He was born at Georgetown, Ontario, in the year 1874, being educated at the Brampton Collegiate Institute and the Georgetown High School. His first step in life for himself was when he accepted a position on the reporting staff of the *Toronto World*, where he quickly showed his ability as a newspaper man. His articles were all of the brightest, while he proved himself a great news gatherer. His next move was when he occupied the position of sporting editor of the *Toronto Star*, which position he held for six years.

His first start as a turf writer was made on the *Star*. From the *Star* he went to the middle west, and southern racing circuit as the representative of the *Buffalo Courier* and *New York Daily America*, at that time the great turf paper of the continent. Mr. Ryan remained with the *Daily America* until it was purchased by the late W. C. Whitney, and amalgamated with the *New York Telegraph*. On the amalgamation

of these two papers, Mr. Ryan was sent to the south again to do the turf work for the *New York Telegraph*, with which paper he remained until he went as assistant to John Boden, who holds the position of racing secretary of the Brighton Beach Racing Association, the Maryland Jockey Club, the Montreal Jockey Club, and the State Racing Commission of New York.

During a meeting at Providence the matter of forming a new jockey club to fill up time between the closing of the Canadian tracks and the opening of the American tracks was discussed, and Mr. Ryan immediately saw a chance and suggested Montreal as the place. The idea was not any too well thought of at first, but he decided to go ahead alone.

In the year 1905 Mr. Ryan came to Montreal for the purpose of organizing a jockey club. Montrealers took hold of the idea readily, and proved so anxious for the chance that Mr. Ryan's venture proved successful. He worked hard to secure the land and the charter, and after the Club was organized, floated the stock among Canadian and American sportsmen, crowning himself with glory.

He was elected General Manager of the new Club, which position he now holds. Mr. Ryan was never given to riding, but spent his energy in encouraging the breeding of thoroughbreds, and has the credit of putting many a horseman into prominence on the American continent. Mr. Ryan is of a genial disposition, and has many friends in the racing world. He is a handicapper of some repute, and knows the executive part of racing thoroughly, having been an apt pupil under such well-known men as John Boden and Christopher Fitzgerald. His work as a newspaper correspondent gave him a wide acquaintance among turfmen, and he is equally well known in New York, Chicago, St. Louis, Cincinnati, Washington, New Orleans and San Francisco. It is owing perhaps to this that he has always been able to gather large numbers of horses to the meetings of the Montreal Jockey Club. In New York Mr. Ryan is perhaps best known as a story writer. He is the author of "Manuela," "Cleophus," "The Race that Won a Bride," "The Land of Mesqua Ukee," "The Legend of the Lotus," and other clever fiction, and when the more strenuous work which now occupies his time has been completed, he will, no doubt, return to the field of literature. His plans for the future include the building of two more tracks and the establishment of a National Breeding Bureau. He has extensive mining interests in northern Quebec.

His hobby is music, and he can sing the tenor solos of eleven grand operas. In the early nineties he was a singer in St. Michael's Cathedral, Toronto, and in later years sang in the Jesuit Cathedral, New Orleans, and St. Patrick's Cathedral, New York.

HAMILTON RIDING AND DRIVING CLUB

ALTHOUGH the City of Hamilton has not a Hunt Club, the lovers of the horse are looked after in this way by the Riding and Driving Club, which fills its place in an able way. This organization has only been short-lived, but it is recognized by all of the older bodies of this kind throughout Canada, and its members are well known to the hunting public, they taking part annually in the point to point events of the numerous Hunt and Country Clubs in the Provinces of Ontario and Quebec.

The Hamilton Riding and Driving Club is noted for its clever horsemen and nervy riders, while the members always make a creditable showing with their horses. This Club has been well represented at the many horse shows in the past six years, and has had its share of honors in the show ring. The Club's membership grew faster than, perhaps, many of the others, owing to the encouragement given to the members by the late William Hendrie and his son William Hendrie, junior, while to Mr. Alfred Rogers, now of Toronto, is due the existence of the Association. It was through him that the Club was first formed, and during his term of office as President, which lasted some three years, it was put on a solid foundation.

It was through the Hamilton Riding and Driving Club that many of Hamilton's young men and women came into prominence in the horse world, for as they became members they took up the sport in a more enthusiastic manner, which meant the development of clever riders and drivers.

The Club has never owned a pack of hounds, so that the outing days are spent in paper chases, which affords just as much excitement and often gives faster runs than when the hounds are used. At each meet of the Club, two or three of the younger men are selected and sent ahead, being given a few minutes' start, making a trail with the paper which is prepared for this purpose. The others start out after them and the chase is not over until they are caught. This often makes the runs longer and much more exciting than drag hunting with the hounds, as the canines are sometimes known to lose the scent. The surrounding country and on the top of the mountain is a splendid one for the sport, the farms being post and rail fenced, with little or no barbed wire to contend with. This makes it better not only for the riders, but for the horses. The farmers are most generous to the members of the Club, and permit their riding over the farms at all times, and seem to enjoy the sport as much as the horsemen, giving every assistance to the men who lay the trail. Each year the members entertain the farmers in some way as a mark of appreciation for their kindness. In the early days of the Club dinners were tendered them, while latterly the amusement has been in the way of a gymkhana, which enables the farmers and their sons to take part.

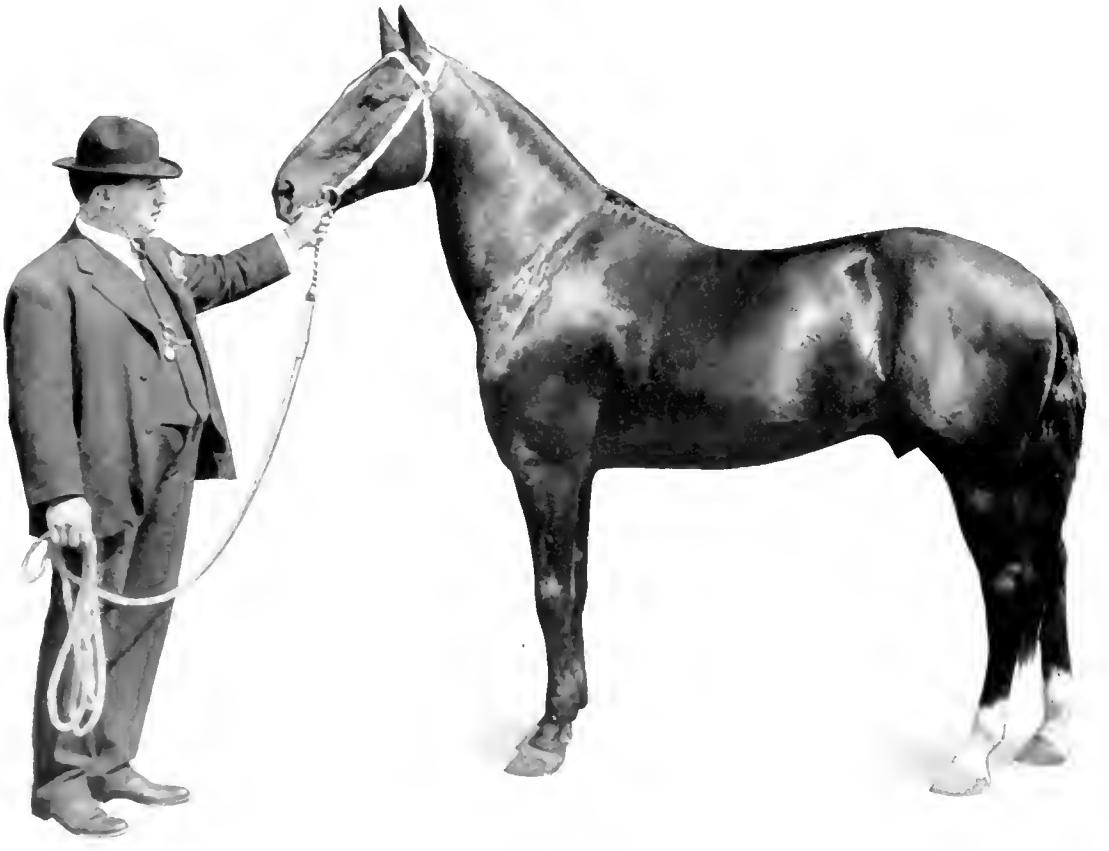
It was during the summer of 1900 that Mr. Alfred Rogers, then President of the Rogers Coal Co. of Hamilton, suggested that a riding club be formed. He persuaded a number of Hamilton's young members that the idea was a good one, and the first

meeting was held in the office of Mr. William Hendrie, with only half a dozen in attendance, the original members of this Club being: Mr. Alfred Rogers, William Hendrie, junior, Mr. C. Balfour, Mr. D. Osborne and Mr. Gordon Henderson. Mr. Rogers was selected as the President, which office he filled for the first three years of the Club's existence. In 1904 he was forced to resign, owing to his moving to Toronto. Mr. Rogers' departure was keenly felt by the members and he was made the recipient of a handsome silver service. Mr. Gordon Henderson was the next President in line, and filled the office in an able manner for the years 1904 and 1905, when he was succeeded by Mr. George Hope, who still fills the office.

When the Hamilton Riding Club was first organized there was a membership of only half a dozen, which in two years had increased to over fifty, with a goodly number of ladies. This, in the past few seasons, has shown a wonderful increase, giving the organization a membership list of over a hundred. The first year of the Club's existence only a few runs were held, but the following season recognition was asked from the Hamilton Jockey Club and Mr. Alfred Rogers was chosen as the representative on the board of directors of the Hamilton Jockey Club. At the spring meeting of 1901, the Hamilton Jockey Club put on the first of its events for gentlemen riders, and from that time they have kept it up, for the purpose of encouraging the purchasing of thoroughbreds by the members. This has proven a success and many good horses have been purchased at the annual weeding-out sales held in Toronto, to be used as hunters for such races. All of the jockey clubs of Canada now recognize the Hamilton Riding Club and accept their entries in events for gentlemen riders, the horses being qualified in the paper chases, while other Clubs are qualified with the hounds.

In the year 1902, the Riding Club held its first gymkhana, which was most successful, some twelve hundred dollars being made clear of all expenses. Half of this was given to the city for the old boys' reunion, while the other half went to the Club's treasury. Through events of this kind a neat little club-house was arranged for, affording every comfort and enjoyment to its patrons.

Each fall point to point races are held at which the attendance grows yearly, the members of the other hunt clubs throughout Canada being well represented, making the rivalry much more keen. The members of this Club can be found among the competitors at the annual gymkhanas of the Toronto and London Clubs, while often they are to be found as far east as Montreal and Quebec with their horses. For many years Mr. Rogers came to the point to point race of the Toronto Club, winning it with his horse Revelstone, who has won so many ribbons for him. Nearly all of the original members are still taking an active part, giving encouragement to the new ones coming in, and thus keeping up the interest in the association.



J. H. Moore, Oshawa

JOHN BODEN

FEW Canadians have had the proud distinction of climbing the ladder of success in the turf world as rapidly as John Boden. He is now looked on as a racing authority of the first magnitude, and his advice is sought by nearly every racing association previous to its making a venture. His judgment has seldom or ever failed to turn out for the best. Mr. Boden is responsible for the organization of more than one jockey club, and in each case he has put them all on a paying basis, his latest venture being the Montreal Jockey Club, which is one of the very few clubs known to have paid the first season of their career.

When Mr. Boden, with the assistance of John F. Ryan, another Canadian, told the Canadian public that the time was ripe for another jockey club in Canada, he got little or no encouragement to start with. As the time went along, he persuaded a number of Montrealers to fall in line and the stock was floated with surprising results, far beyond even the expectations of Mr. Boden. This venture, like many others, will stand as a monument to his memory. When Kenilworth track at Buffalo was opened for the first season, it turned out to be a dismal failure, and the directors and shareholders lost thousands of dollars. The following season it was purchased by a New York syndicate and Mr. Boden was given control of it. Through careful and judicious management he was able to make it a paying venture.

JOHN BODEN

John Boden has not only great executive ability, but has a love for the thoroughbred which he acquired when a boy attending college, and which he has developed as years have gone by. He has owned, raced and bred horses, knowing every particular of racing and breeding thoroughly.

John Boden was born in St. John, New Brunswick, in the year 1860. He was educated at the grammar school of that place, afterwards taking his degrees as a barrister at the Jesuit College in Montreal at an early age. He first practised law at his birth-place, and afterward sought a wider field in New York City. When leaving Canada he was looked on as a most promising young lawyer. On his arrival in New York he was told he must pass another examination there, which he did not try, and gave up law to take up newspaper work. Mr. Boden spent many years on the New York press, holding almost every position from political reporter to managing editor, gathering a thorough knowledge of journalistic work in general. For several years he was prominent in politics at Albany, N.Y., carrying on his newspaper work at the same time.

He gave up press work and as a pastime he owned and raced a string of famous thoroughbreds on the American tracks. He met with a great deal of success in this way and became well known in the turf world. From owning, racing, and writing performances of the thoroughbreds, John Boden gained a more practical knowledge than the majority of owners. Through this he was made secretary of the Racing Commission of the State of New York, under whose laws racing all over that State is carried on.

After retiring from newspaper work, John Boden was induced to take it up again by the late William C. Whitney, when he purchased the *New York Telegraph*. He was made racing editor of this journal, and filled that position for many years, until the death of Mr. Whitney, when the pressure of other racing business compelled him to retire. His articles on racing were greatly missed by the public, and indeed, many of them are frequently reproduced at the present day. On resigning from the *Telegraph*, Mr. Boden was selected as the Secretary of the Brighton Beach Racing Association, which position he still holds. He fills the position of Secretary of the new Los Angeles Jockey Club and spends a greater part of his time in the south after the closing of the New York tracks. His best appointment was that of Secretary of the Narragansett Breeders' Association, which entails a lot of work. Besides the above, Mr. Boden is the Racing Secretary and a director of the Maryland Jockey Club. He also officiated in the same capacity at the two first meetings of the Montreal Jockey Club, held in the City of Montreal.

Mr. Boden makes his home in Brooklyn, N.Y., where he lives with his brother. He is proud of being a Canadian by birth and never tires of telling of his early days, spent in and around Montreal, where his start in life was made. It is safe to say that John Boden is known and liked by every man who owns a racing stable and has had the good fortune to race under him as an official. He gives every encouragement to the beginner and his rulings are looked on by all who have met him, to be fair and just, the smaller owner and the large ones all looking alike to him when racing.

JOHN LAXTON

THE jovial disposition of John Laxton is known far and wide, and his cheerful countenance would be missed from any function where the horse is the attraction. He is a keen judge of the noble equine, and has owned at various times some beauties. Among his favorites he singles out Kinney, Newbury, War Paint, Gold Note, Alberta Lady, and Bedlington.

Mr. Laxton, who is Superintendent of the Consumers' Gas Company, is a familiar figure in Toronto, and he enjoys an enviable popularity in business, sporting and political circles. He has been successful and has acquired a comfortable competence through hard work as well as good fortune. He was born in Huntingdonshire, England, November 5th, 1848, his parents being John and Jane (Clark) Laxton, both natives of Huntingdonshire, who were blessed with seventeen children. The father was a contractor of public works in England, principally in the gas construction and railroad building, his first big job being in connection with the construction of the Great Northern Railway. Mr. Laxton has followed in his father's footsteps, and has had a very wide experience. The parents both passed away during the year 1880, the father at the age of 71 and Mrs. Laxton at 67.

JOHN LAXTON

The public school at Yaxley, England, was where young John Laxton secured his early education. He was only fourteen years old when he set out upon a career of hard work. After leaving school he went to London to acquire the details of gas works construction, with such marked success that the firm with whom he was employed, John Aird & Sons, Belvedere Road, Lambeth, sent him to Moscow, Russia, to work on the construction of the largest gas works ever undertaken in Russia. As this was in 1867, Mr. Laxton was barely twenty years of age when he was trusted with so important a mission. Many interesting experiences are told by him in connection with his stay in the East, but space will not permit of relating them in this short article. An idea of the extent of the work can be gauged from the fact that the mains covered 100 miles of the streets of Moscow. Mr. Laxton had only been there for six months when he

was given general supervision of the work. In the same year, after a nine months' stay, the work came to a standstill owing to lack of funds due to the failure of Overend & Gurney, and he returned to England. The big failure was attributed to the German-Austrian War which was then in progress. Mr. Laxton was not destined to remain long in his native country, however, for early in 1868 he was sent back to Moscow to complete the work, and he returned to England when it was finished in 1869. Then he was dispatched to similar work in Edinburgh, Scotland, and after being at that for nine months he was recalled to England. By this time the ability of the young man had so asserted itself that he was placed in charge of a number of important undertakings in various parts of England, and he so earned the confidence of his employers that they made him general superintendent of their outside construction work. After nine years of experience, which had been of mutual benefit, the necessity arose for the firm sending a man of Mr. Laxton's capabilities to Frankfort-on-Main, but life was growing too strenuous and he decided that it was in his own interest to take a rest from work, so he came out to Canada, landing at Quebec. This was in 1871. He went on to Toronto and has resided in the Queen City ever since. He was just the man the Consumers' Gas Company wanted, and he is about completing his thirty-five years of service with that corporation, and is apparently good for many more years of activity in the interests of his company. At present Mr. Laxton with his family resides in Parkdale, the fashionable portion of the west end of Toronto.

The popularity of Mr. Laxton in his adopted city is attested by the fact that he has served as a public school trustee for the old town of Parkdale, and for the city of Toronto after the amalgamation. He has on many occasions been asked to become candidate for the City Council, and for the Provincial and Federal Parliaments, but he prefers to be a worker, and has for years been president of the Conservative Association of his district, as well as a prominent member of the Albany Club. During his career of usefulness he has shown marked ability as an inventor, having brought out many much-needed improvements on old styles of lighting. He patented the combination gas and hot water stove in 1887, which followed up his patent of a combination gas and coal stove a couple of years previously.

Mr. Laxton is interested financially in a number of prominent institutions in Toronto and is also connected with the principal athletic clubs, to any of which he is a valued member on account of the keen and practical interests he takes in athletic events. He has been connected with the Masonic Order since 1864, and is a member of numerous other fraternal societies. He is a member of the Church of England. He was married September 29th, 1871, to Isabella McQuillan, daughter of the late Edward McQuillan, who was a farmer at Whitchurch, Ontario. The union was blessed with nine children, two of them boys.

In conclusion let it be said that there are thousands of citizens who will agree that John Laxton and his prosperity form a shining example for the young men of to-day. It was energy and perseverance that put John Laxton in the position he enjoys to-day, and is it any wonder that a man of his personality and attainments is mighty fond of the noble horse? It could hardly be otherwise.

Club-house, Montreal Hunt Club

MONTREAL HUNT CLUB

WHEN the Montreal Hunt Club was organized in the year 1826, there were very few organizations of its kind in America. Its object was the encouragement of outdoor sport of every description, and though many of the original members of the Club have long since departed this mundane sphere, those who remain have always adhered to their plans, as laid out in the first charter.

Their Club-house, which is situated on one of the most beautiful spots on the Island of Montreal, has been rebuilt and added to, until it is one of the most comfortable and up-to-date houses in the country.

Since its organization, the Club has been particularly happy in its selection of Masters, every individual one of whom has done his share towards making the Club a success, both from a material point of view and from the point of view of the quality of sport provided.

It was in the summer of 1826 that Mr. William Forsyth founded the Montreal Hunt. In 1829, he had the pack and the kennels removed from Three Rivers to Logan's Farm. The majority of the runs in those days were in the region of La Prairie and Chambly, where there were enough foxes to give the members all the sport they could possibly desire.

Indeed, it was said that killings were too numerous, but, as one of the older members said, "the hounds like it, the horses like it, and we like it," which decisive statement seemed to close the discussion.

The Mastership descended in this instance from father to son, for in 1834, Mr. John Forsyth, a son of the founder of the Club, became Master of the Hounds. In 1839, Captain Walker held the office, and was succeeded the following year by William Stockley, Senior. It was during Mr. Stockley's term of office that the Hunt steeplechases were inaugurated and trophies presented. This created a new interest and encouraged the purchase of better horses, for in such events as these, speed, as well as endurance, is needed.

The military men then stationed at Montreal took great interest in the life of the Hunt and many of the officers held the position of M. F. H. In the year 1842, the Mastership was assumed by T. J. Stockley, Junior, R.A., and in 1844 he was succeeded by Captain, the Hon. Mr. Keene, R.E. Then for the first time in the history of the Hunt the lack of financial support became a matter of serious anxiety to the members and officers. In 1847 Captain Keene retired and the pack was sold to Mr. Hubert, but when he returned to the Old Country in 1851, the pack was returned to the Montreal Hunt as the property of the more enthusiastic members, who elected Lieut. Lutyens, of the 20th Regiment, as the Master. Lieut. Lutyens has since become famous as a painter of animals.

The year 1852 saw the Mastership pass into the hands of Capt. Cox, R.E., under whose guidance the Club flourished for two years, when the Master was called away to the Crimea, and the office was passed into the hands of D. Lorn Macdougall, who, through his vigorous efforts, saved the Hunt from suffering severely through the withdrawal of the military support. For six years Mr. Macdougall bore nearly the whole

KENNELS, MONTREAL HUNT CLUB

financial support of the Hunt. In 1859, Captain A. W. Alloway came to the assistance of Mr. Macdougall and relieved him of a great deal of the responsibility, becoming practically the acting Master. In 1860, D. A. Belhouse was the Master, retaining the office for only one year. Major Burk was his successor for the season of 1861, and in 1862, Captain de Winton assumed the responsible position.

During the season of 1858 the kennels were moved from the Papineau Road to the corner of Guy and what was called St. Joseph St., where they remained until the spring of 1860, when the quarters were again changed to the rear of Metcalf Terrace, Cote St. Antoine, and again in the following season to Logan's Farm, now Prefontaine Park. In 1865 Captain A. W. Alloway was chosen as Master, which office he held for two years, doing a great deal to further the interests of the Club. He was succeeded by Mr. John Crawford in 1867, and for thirty years Mr. Crawford was a prominent figure and moving spirit in the social and official life of the Club.

From the year 1874 until 1876, Mr. Andrew Allan held the position of Master, and although seldom appearing in the field, yet by his interest and patronage he did much to stimulate the affairs of the Hunt. He was succeeded in 1876 by his predecessor, Mr. John Crawford, who in turn, after two seasons, gave place to Mr. J. R. Hutchins. The year 1879 marked an epoch in the sporting history of the Club, when Captain Campbell, of St. Hilaire, was elected Master and, supported by a committee consisting of Messrs. J. R. Hutchins, H. Bouthillier, Hugh Paton, A. Baumgarten and A. Galarneau, determined to make the Hunt second to none on the continent, and to make it compare favorably even with the best English Clubs. Captain Campbell was untiring in his efforts to abolish everything that appeared unsportsmanlike, especially the reprehensible custom of hunting what is known as "drags."

Under these conditions the character of the sport attained a higher state of excellence, which has since been continued. During this period it was desirable to add materially to the pack, and in response to a liberal subscription for the importation of new hounds, the entire pack of Lord Huntington was purchased, being brought from Dublin in 1882. This season Mr. A. Baumgarten was selected as Master, which office he retained until the year 1887. It was principally through his energy that the Clubhouse on Delorimier Avenue was erected. It was well adapted for social wants of the Club, and the memories of the gay Hunt balls held there during the ten years of its occupation, until the premises were abandoned for a more picturesque situation, are still fresh in the minds of the members.

On the retirement of Mr. Baumgarten in 1887, Mr. Hugh Paton was chosen as Master, while in 1888 Mr. John Crawford for the third time assumed the office. During the last term of Mr. Crawford's office, he was ably assisted by Col. J. Alexander Strathy, who was then Secretary. In 1891 the Mastership fell to Sir H. Montagu Allan, he being replaced the following year by Doctor Charles McEachren. During the year 1896 Major Hooper was the Secretary, while Mr. A. E. Ogilvie filled the position of Master, he in turn being succeeded by Mr. W. R. Miller, who was followed by Major Frank Meighen.

In the year 1897 the present Club-house on Cote St Catherine was built, along with the kennels They are up-to-date and perhaps are the best of any on this continent. Mr. A E. Ogilvie, a most enthusiastic member of the Club for many years, assumed his second term in 1908 During the last few years there has been a great deal of interest shown in the annual Hunt Club races, which, for the past three seasons, have been held over the beautiful course at Blue Bonnets, the home of the Montreal Jockey Club The friendly rivalry shown in these events has been evidenced by the purchasing of a better class of horses. This has been the means of developing better riders and the Club is well represented at all of the Hunt Club meets through this country, while members have been known to go across the line to search for honors against the members of the Hunt Clubs of the United States.

The Club has always looked to the interests of the farmer over whose farms the members hunt, and annually a dinner is given for these gentlemen. In fact, the farmers show a kindly interest in the welfare of the Club and are well represented each year at the fall races given for them

CAPTAIN C. T. VAN STRAUBENZIE

NOWHERE is there a more enthusiastic rider than Captain Charles Turner Van Straubenzie, Royal Canadian Dragoons, Stanley Barracks, Toronto. He was born in Kingston, Ontario, in 1876, and is a son of the late Lt.-Col. Van Straubenzie, who, as Deputy Adjutant-General, was for many years stationed at Kingston, Montreal, and other points in the Dominion. After completing his education at Ridley College, St. Catharines, Capt. Van Straubenzie took a commission in the Dragoons at Toronto in 1898. Early in the following year he was transferred to the detachment of his regiment stationed at Winnipeg. When the call came for active service in South Africa, Capt. Van Straubenzie was appointed a Lieutenant of "B" Squadron in the 1st Canadian Mounted Rifles (renamed in South Africa the Royal Canadian Dragoons). This regiment was composed mostly of western men, and it made an enviable record on the field. On the return of the regiment to Canada in January, 1901, he rejoined the Toronto detachment of the Dragoons, but in the spring of 1902 he returned to South Africa with the 3rd Canadian Mounted Rifles as Adjutant, with the rank of Captain. The regiment returned to Canada in August of the same year, when it was formally disbanded. Capt. Van Straubenzie returned to the Dragoons. He wears the South African medal with five clasps—Cape Colony, Orange Free State, Johannesburg, Diamond Hill and Belfast.

CAPT. C. T. VAN STRAUBENZIE
Royal Canadian Dragoons

All his life Capt. Van Straubenzie has been an ardent friend of the horse. Soon after joining the Dragoons he came into prominence as a skilful and daring rider, and to-day he ranks as one of the most accomplished polo players on the American continent. His apartments are ornamented with a score or more silver cups which he has won in the past few years. Possibly no other rider can boast of such a collection. His first prize came in 1902, when he won a steeplechase at the Toronto Gymkhana, mounted on Mr. George Beardmore's Laddie. At Winnipeg he was very successful on his own horse Billy, a half-bred he took to the west from Toronto. In 1902 he bought Enghurst from Mr. C. M. Harris, and rode him to victory in the Hunters' Flat Race and other races at the Autumn meeting in Toronto, 1903. At the 1904 Spring meeting, Enghurst again acquitted himself most creditably. He is a consistent performer. Capt. Van Straubenzie rode him to victory in the Hunters' Flat Race in 1906, was second for the Stanley Barracks Cup, and won the Walker Cup in Hamilton same year. At gymkhanas Capt. Van Straubenzie has been victorious on Dr. Temple's

Major, and Capt. Harbottle's Joe O'Grady. He is very fond of his polo pony T. K., which was one of a consignment of 24 secured by Col. Lessard. The gentlemen interested drew lots for choice, and T. K. turned out to be the best of the bunch. Capt. Van Straubenzie was captain of the Toronto Polo Club in 1907. He is an enthusiastic member of the Toronto Hunt and is widely known in social circles. He was married in June, 1907, to Essy, daughter of Mr. George A. Case, and at present resides at No. 2 Spadina Gardens, Toronto.

ENGHURST. KAISER—BETTY ARCHER

London Hunt

LONDON HUNT

THERE is probably no more picturesque spot in the Dominion of Canada than the home of the London Hunt and Country Club, which is beautifully situated at the end of Richmond Street, just across the north branch of the Thames River in London, Ontario. Glenmore, as the club-house is known, is not only a familiar name to the people of London, but to all who take an interest in the horse in this country. No Hunt or Country Club has a wider reputation for its hospitality, for visitors are royally entertained while there.

This Club has come into much more prominence than the majority of organizations of its kind in Canada owing to the success of its Master, Hon. Adam Beck, through his recent success at the horse show in England, where he won so many ribbons under the colors of the London Hunt. From its earliest days the Masters, one after the other, have endeavored to place the Club on the highest standing with more or less success until to-day it is one of the largest on this continent.

The Club-house stables and kennels are of the most up-to-date style and are visited

by many who are always loud in their praise of the surroundings. Glenmore is situated in the centre of a clump of trees; on the one side of it stands an old orchard, while on the other side are two first-class tennis courts, which are seldom or ever idle during the tennis season. To the back of the house are well-laid-out golf links, well bunkered and banked, making them difficult to play over. The approach is through a long avenue of fir and lilac trees, which adds to the beauty of the place. Glenmore is built on the old colonial style and from the broad balcony can be seen the tennis games as well as the golf. The members take great delight in spending their afternoons in this way while not in the saddle.

The London Hunt and Country Club was first launched in the year 1885, shortly after the closing of the rebellion in the Northwest. It was due to the efforts of the late John Fulcher, who at that time was the riding and driving master at the Hellmuth Ladies' College, that this Club was organized. That gentleman was always an enthusiastic horseman, and owned a first-class lot of hunters. On returning from the Northwest he suggested the forming of a hunt club, which met with a great deal of success, and as the years have gone by it has grown so that twice they had to move to larger premises until the present location was chosen.

The original members of the Club were: the late Col. Peters, who was the first Master; Doctor Niven, the late Henry Beecher, Col. A. M. Smith, W. T. Strong, Col. Dawson, Robert Wallace, and the founder of the Club. In the year 1885 there were only about twenty members, and in the original pack of hounds there were only four to be used at the first season's meets. This, like the Club, has been increased from season to season until now it is known as one of the best packs on the continent of America, owing to new blood being imported to this kennel each year.

The first meets of the Club were held at the old race-course in East London, of which place many good hunting stories are told even at the time of writing. For the first couple of seasons there was no encouragement for the original members, but after the social element was added to the Club in the year 1887 it branched out and has been on the increase ever since. Through the social element other lines of sport were taken up, such as golf, tennis, and snowshoeing, which all went to make the place more attractive; notwithstanding this fact, hunting has always been the primary object of the Club and a more ideal country than the township of London could not be found for the sport. The beautiful landscape, the rolling country, with the hedges and water-jumps, go to make it perfect. Fox hunting is next to impossible, but trail hunting, as in most Canadian cities, is thoroughly enjoyed, and the attendance at each run is large.

One of the most pleasant features of the London Club is the fact that there never occurs any friction with the farmers over whose places the chase is held. Many of these take as much interest in the Club as the members themselves, and even go so far as to attend the meets. Each fall a dinner is tendered the farmers and their families, while a gymkhana is held for their amusement, and in which they take part in the numerous events. The Club offers every inducement to the farmers of the surrounding country to breed saddle horses and hunters by purchasing from them when good ones are offered for sale.

The first Masters of the Club, to whom must go the credit of its success, were all well-known business men of the Forest City, and all spent time and money to carry out their object. They were: the late Col. Peters, the late David Skirving, the late Henry Beecher, Dr. Niven, Dr. Harry Abbott, Mr. George C. Gibbons, Col. A. M. Smith, and the present incumbent of the office, the Hon. Adam Beck. To those who are deceased the Club will live long to their memory, while those who are still living still take an active part in the executive working of the Club, while some of them even attend the meets.

The Club has been just as successful in the selection of its presidents and secretaries as in the choice of its Master, as the office has always been filled by men of great executive ability. Mr. T. R. Smallman, who at the time of writing holds the office and has held it for a number of years, is most enthusiastic in his work and is ably supported by Mr. Campbell Beecher, who succeeded Mr. J. B. Kilgur to the office of secretary.

There is a section for ladies in connection with the Club, and in the past few years several branches, making the place attractive to those who do not ride, have been added. There is a ladies' golf club, toboggan club and tennis club, while a driving club also gets their warmest support during the whole year. During the winter months meetings of the driving club are held with Glenmore as the destination.

CAPTAIN J. E. K. OSBORNE

A FEARLESS rider and particularly fond of a plucky horse is Capt. J. E. K. Osborne, 48th Highlanders, Toronto. He does not pretend to keep show horses, although on a couple of occasions he has been awarded prizes at the Toronto Horse Show. He has many cups, captured at gymkhanas and other equine events, and is fond of following the hounds. He has been particularly partial to polo and about five years ago played against Montreal on the first team organized by the Toronto Hunt Club. His fellow-members of the Toronto team on that occasion were: Lieut.-Col. Williams, R.C.D.; Capt. Elmsley, R.C.D., and Dr. Campbell Myers. Capt. Osborne was about eighteen years of age when he commenced to ride and he has since been a consistent follower of the sport. He is also an expert lawn tennis player, and about ten years ago, when connected with the Toronto Tennis Club, won the Junior Championship of Canada.

James Ewart Kerr Osborne was born at Brantford, Ont., in 1878, and commenced his education at Brantford Public School. Then he went to Trinity College School, Port Hope, and afterwards took his degree in Mechanical Engineering at

McGill University, Montreal. He is now connected with the firm of Osborne & Francis, stock brokers and financial agents, Toronto, and resides at 50 Crescent Road. In October, 1902, he married Miss Eileen Annette, daughter of the late Walter Barwick, K.C. He is a son of James Kerr Osborne, Toronto, who served in the Fenian Raid as Major of the 19th Regiment. Capt. Osborne entered the service of his country half a dozen years ago as a Lieutenant in "D" company, 48th Highlanders, and was subsequently promoted to the command of the company. He is widely known in social circles, being connected with the Toronto Club, Toronto Hunt Club, Toronto Hunt Polo Club, Toronto Racquet Club, Canadian Military Institute, the Greek letter fraternity, Alpha Delta Phi. He is popular in financial circles, being one of the brightest of Canada's young business men, and one who can make healthy exercise and pleasure go hand in hand with work.

Toronto Polo Team

TORONTO HUNT POLO CLUB

THE interesting game of polo was established in the Toronto Hunt in the autumn of 1901, and it soon assumed a solid footing. The game was then played on a field in the vicinity of the Hunt Club, the undulations of which at times made the contests intensely interesting. Early in 1902 additional ground was purchased by the Hunt Club and a proper field laid out. The trees were removed and the ground carefully levelled. Much difficulty was experienced owing to the sandy nature of the soil, but this was by constant improvement eventually overcome. The field is 150 yards in width and 300 yards in length, and as it is situated near the lake, on Scarborough Heights, and surrounded by a belt of trees, it forms one of the most picturesque polo fields on this continent. Early in September, 1902, the Club played its first match with the Montreal Polo Club, this being the first polo match in Eastern Canada. The Toronto team consisted of Mr. Ewart Osborne, Major (now Lieut.-Colonel) V. A. S. Williams, R.C.D.; Capt. J. H. Elmsley, R.C.D.; and Dr. Campbell Meyers, with Mr. Alfred Beardmore as substitute. The return match was played in the latter part of the same month on the new field at the Hunt Club, with the same team which had played in Montreal, except that owing to an accident, Dr. Meyers was obliged to retire early from the game and his place was taken by Mr. Beardmore. In both matches the Toronto team was victorious. Since then the development of the sport in Toronto has been marked, many victories resting upon the banners of the Club.

KENRIC R. MARSHALL

KENRIC R. MARSHALL, the subject of this sketch, is the eldest son of Noel Marshall, a prominent Canadian, and was born in Toronto, on October the thirteenth, eighteen hundred and eighty, was educated at private schools and afterwards at Upper Canada College, where he took part in the usual college athletics.

Mr. Marshall has travelled extensively abroad, and has had the advantage of seeing sport under many different conditions. He commenced following the hounds at the Toronto Hunt when only twelve years of age, and has hunted regularly ever since.

His connection with racing and the riding of races began in eighteen hundred and ninety-nine, when he piloted Mr. W. F. Maclean's horse, Angus, to victory. Since that time Mr. Marshall has owned and ridden several well-known race-horses, among others, Billy Ray, Interference, Promise, Apteryx, Charles Elwood, Dramatist, L. W. and Golden Way.

In commercial life, he is at present Vice-President of the Standard Fuel Company, and assists his father in other business interests. Increasing weight and the obliga-

tions of business prevent his being seen in saddle very often now, although he rides an occasional race where the weights permit it.

Mr. Marshall is well known as a polo player and owns a string of high-class ponies.

In nineteen hundred and three he joined the 48th Highlanders as a subaltern, and at present holds the rank of Captain in that Regiment. He is liked socially and is a member of the following clubs: The Buffalo, the Toronto Hunt, the Ontario Jockey, the National, the Victoria and the Military Institute.

THE CENTRAL CANADA RACING ASSOCIATION

THE Annual Ice Races held on the Ottawa River each winter, under the auspices of the Central Canada Racing Association, are, perhaps, the most unique and noteworthy racing events in the Harness Horse World, and have done a great deal to advertise Ottawa as a centre for racing sport.

It was away back in the early seventies that the first ice meeting was held, and during the succeeding years races took place on the Ottawa River, Leamy's Lake, St. Louis Dam, McLay's Lake and Aylmer, but it was not until 1887 that the first club was formed at Hull, under the name of Leamy's Club, with Ed. Chevrier, George Moreau, D. Dupuis, Charles Roulean and Christy Wright, as the original members.

Winter Track of the Central Canada Racing Association

This Club held races for seven years, after which the present Association was formed, with Ald. Lauzon as President, Ed. Chevrier as Secretary, and Fred. Chevrier as Treasurer. From that time the Association has met with marked success, each season bringing faster racing and better fields, for the stakes are high and have attracted American, as well as Canadian, horsemen, although Canada continues to hold her own, Samuel McBride, of Toronto, getting more than his share of the events in 1908, with his horses King Bryson and Johnny K.

Every possible arrangement is made for the comfort and convenience of those attending the races. The track, a half-mile one, is built on the Ottawa River, a little to the Quebec side, with well-built portable stands that can be removed after the meet. There is a large room for the sale of pools and refreshments, while on the opposite side are the judges' and ladies' stand. It is a most expensive plant, the eight-foot fence surrounding it costing a large sum alone, while the work of keeping the track clear of snow is also very costly.

Some very fast records are made on this track, a specially noteworthy one being that of Lady May, who, in 1908, in a four-mile race, went a mile over a half-mile track in 2.17¼.

This is, practically, only the tenth year of the Association's existence, as it was

properly organized in the year 1898, and was incorporated in 1902. The Club began by giving purses amounting to twelve hundred dollars, but each year that amount has been increased, until, in 1908, the stakes amounted to over eleven thousand dollars.

The present officers of the Association are all energetic and well-known horsemen.

P. H. Wall, the President, is a man of great business ability. Ed. McMahon, the Secretary, who does a great deal of the work, is well liked by horsemen, and does a great deal to further their cause.

Ald. Cunningham is a most energetic member of the executive, while Ed. O'Neil looks after the building and running of the track, a line of work in which he has always proved most satisfactory.

These gentlemen deserve a great deal of credit for the work they have done, building a great Club from a very small beginning, for the Central Canada Racing Association, of Ottawa, is one of the most noteworthy institutions of its kind in the world to-day.

WILFRID SERVINGTON DINNICK

AS a successful and leading financier Wilfrid Servington Dinnick, the organizer, Vice-President, and Managing-Director of the Standard Loan Company of Toronto, has won for himself a deservedly high reputation for keen foresight, excellent and sound judgment, and unerring firmness of decision, which fits him specially for the thorough fulfilment of his arduous duties. He was born on July 19, 1875, at Guilford, Surrey, England. His father, the Rev. John Dunn Dinnick, was one of a family of which no less than seven members were clergymen. He came with his own family to Canada in 1892. Wilfrid Servington Dinnick was educated at some of the best schools and colleges in England, and after completing a thorough course of study entered into the financial world as an employee of the Birkbeck Security and Savings Company of Toronto. Subsequently he became an Inspector of the Dominion Permanent Loan Company.

WILFRID SERVINGTON DINNICK

Finally, Mr. Dinnick organized the Standard Loan Company, with headquarters at Equity Chambers, at the corner of Adelaide and Victoria Streets, Toronto, assuming his present position of Manager. The success of this institution is largely due to the enterprising yet conservative character of Mr. Dinnick's organizing abilities, comprehending as they do the strongest and most approved modern principles. Its capital stock is all permanent, fixed and non-withdrawable, features which place the Company on the firmest possible basis, and afford it a large borrowing power. Mr. Dinnick's management has been one with a most aggressive policy, and through his energy and diplomacy he has successfully negotiated and completed the absorption by the Standard Loan Company of the Aid Savings and Loan Company of Toronto; the Ontario Industrial Loan and Investment Company, Limited, of Toronto; the Huron and Bruce Loan and Investment Company, of Goderich; the Canadian Homestead Loan and Savings Association, of Toronto; the Canadian Savings, Loan and Building Association, of Toronto, and the Acme Loan and Savings Company, of Toronto. The assets of all these companies

have been merged into the Standard Loan Company, whose capital is now one million and a quarter ($1,250,000), the total assets of the Company being two millions and a half dollars ($2,500,000).

Mr. Dinnick devotes practically the whole of his time to the management of the Standard Loan Company, but gives a portion of his time in fulfilling his duties as Vice-President of the Canadian Casualty and Boiler Insurance Company of Toronto, in which company he has a large interest. Mr. Dinnick is also Vice-President of the Grand Valley Railway Company, the Brantford Street Railway, and the Woodstock, Thames Valley and Ingersoll Electric Railroad, and is one of the Directors for Canada of the General Accident, Fire and Life Assurance Corporation, of Perth, Scotland.

Mr. Dinnick is a prominent Freemason, a member of the National and Albany Clubs, the Toronto Hunt, the Lambton Golf and Country Club, and the Argonaut Rowing Club. He is an enthusiastic follower of the hounds, and is very rarely missing from a meet of the Toronto Hounds. He spends most of his leisure time in riding and driving. Mr. Dinnick's favorite horse is Sparkle, a thoroughbred Western horse, which he rides to hounds.

ALLEN CASE

A TORONTONIAN through and through, born, educated and brought up in the Queen City, is Allen Case, only son of George A. Case, the well-known financier and real estate man.

Commencing his business career with the Imperial Bank, Mr. Case then went into business with his father, afterwards becoming associated with the Dominion Brewery Company, of Toronto, where he now holds an important position.

ALLEN CASE

As a horseman, Allen Case achieved his first success at ten years of age, and has gone on so enthusiastically in his active career that he has won the reputation of being one of the most wonderfully successful devotees of the horse in Canada.

In 1895 he rode and drove at the first Canadian horse show held in Toronto, achieving stellar honors on the late Major Forester's pretty pony Judy.

This success has been consistently maintained at all of the subsequent horse shows, and also repeatedly at the Toronto Industrial Exhibition, while in the red coat events of the Toronto Hunt Club he has also been a frequent winner.

Mr. Case is a strong, fearless rider, and is particularly expert taking the hurdles. As a rider in the show ring, he has few peers, while he rides regularly to hounds, and has schooled many hunters, and it is not only in Canada that he has demonstrated his ability, for he has been most successful at many of the large shows in the United States.

He uses specially good judgment with all his mounts, as was proved by his ride on Purslane at the Blue Bonnets course, Montreal, when he was an odds on choice, which established Mr. Case's popularity as a gentleman rider throughout the east. He had many mounts during the season of 1908, heading the list of gentleman riders in Canada. Mr. Case has won more ribbons in the show ring, including many championships, four of which were won on the smart hunter Othello, owned by Mrs. J. J. Dixon of Toronto, during the past ten years than any other amateur.

Steve Lane

Mr. Case's first venture as an owner of thoroughbreds was when he purchased the horse Sugar King. Taking this as a start, the young man added to his string yearly, until he became one of the best known owners of leppers on this continent.

One of his greatest achievements was during the fall of 1908, when his horse, Steve Lane, won four races in five days, a record that will take some time to beat in the field. Mr. Case had only three horses at Hamilton, and out of ten races run through the field at the meeting, Mr. Case won five, was second once and third once, his horses not being out of the money in any of the events in which they started. He showed great judgment in the purchase of the lepper Bannell, who won his first race with Mr. Case's colors up.

Steve Lane was the first horse of any importance to be acquired by the youthful owner, who purchased him in the season of 1907, and won three races with him.

Then came the purchase of the lepper Marksman, who won his first race under the colors of his new master, a victory that was repeated on more than one occasion during the same season, while in 1908 Marksman again won laurels for his owner.

These three horses gave the young Canadian the best stable of steeplechasers of that year on the Canadian circuit. He was the second largest winner at the Hamilton

meeting, and would have headed the list had he not sold the good colt Dennis Stafford, who was also a winner.

It is rare to make a success both in the show ring and in racing, but Mr. Case has accomplished the difficult feat, Dame Fortune being equally gracious to him in the racing field.

Like all enthusiastic horse men, Mr. Case is of a happy disposition, mentally and physically active. With youth and fortune in his favor, he bids fair to retain his prominence as an expert rider and driver for many years to come.

MURRAY HENDRIE

THE love of horses came naturally to Murray Hendrie, of Hamilton, for he is a son of the late Wm. Hendrie, who owned the famous Valley Farm, and whose useful life is touched upon elsewhere in this publication. The son inherited his father's admiration of the equine, and though still a young man is one of the most widely known horsemen in Canada, and can be classed among the cleverest gentleman riders of the present generation. Murray Hendrie was born in Hamilton, Ontario, in 1876. His education commenced at Upper Canada College, Toronto, and from there he went to the Royal Military College, Kingston. At both learning places he was admittedly one of the best all-round athletes either college had ever had occasion to be proud of. As a rugby football player he was looked upon as the hardest worker on the teams of both the U.C.C. and R.M.C., and he figured conspicuously in all of the many games in which he was a participant.

On leaving school, Mr. Hendrie commenced his business career with the Bank of Hamilton, working in both the Toronto and Hamilton offices. When the call came for volunteers to serve with the first Canadian Contingent in the Boer War, he enlisted and served for two years in South Africa, passing through some of the hardest experi-

ences of the war. Upon the death of his father he commenced a brokerage business for himself, but eventually abandoned it and spent a year in the Canadian West.

His love for riding was acquired very early in life, and it increases as he grows older. When he was about nine years of age he won his first race. This was at Hamilton Exhibition, and his mount was the Hendrie pony Magic. He rode his first jumping race in 1893, and since then has fairly demonstrated that he has but few equals in Canada, having skilfully handled very many winners. His riding is so well thought of generally that whenever Murray Hendrie accepts the mount the horse becomes the favorite in public opinion, and will win if riding can help at all. The first horses he owned were Ten Below Zero and The Kiltie. For some time he was in partnership with Burton Holland, their stables including Leading Lady, Jim Lyles and Sweden. Mr. Hendrie is of a jovial disposition, with an eye ever to the bright side of things. He is popular in social circles, and takes an active interest in all outdoor sports.

FOX HUNTING IN CANADA

THE eyes of the world are directed to the North American Continent as the greatest hunting domain of the globe. Its magnificent forests, stretching from the pine forests of Maine to the vast wooded region of the Puget Sound country, and its great lakes, reaching from the Mohawk Valley to Hudson Bay, teem with animal and finny life. Much has been written, and deservedly, about the moose, caribou, and deer hunting, as well as duck and chicken shooting, to be found all over this region and the Northwest Territories, which delight the heart of the sportsman, but little has been said about the prince of sports, fox hunting.

It is not because of its recent introduction, for since the year 1826 the coverts of America have rung to the horn of the huntsman and echoed to the whimper and the giving tongue of the hounds. It has been truly called the "sport of kings," and certainly the accessories of the royal pastime are of most elegant and aristocratic character. The hunter of game, and the fisherman, assume their corduroys and weather-stained garments with their rod and gun, which habiliments seem best suited for these avocations, while the members of the hunt find the gay "pink" coat and velvet cap, the bags and shining tops, their ideal costumes, and, indeed, the meet breakfasts demand a certain elegance in all their appointments, from the carefully kept hounds to the glossy, high-bred outlines of the hunter.

Unlike many other kinds of sport, which can be carried on in small parties of twos and threes, fox hunting is remarkable for its essentially social character, and while the pursuit of the big game, and even fishing except under restrictions, are mainly for the masculine element alone, hunting the fox is as ardently followed by women as by men. One reason for this may be that a woman is fully conscious that her neat, well-fitting habit, the color induced by the exercise, and the grace of her horsemanship enhance her beauty even more than the attire of the ballroom.

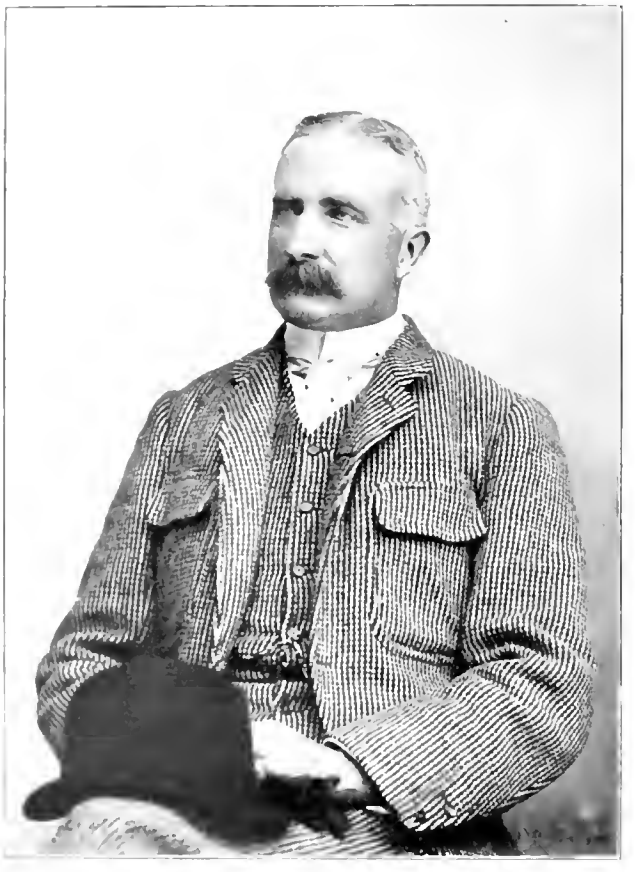
The hunting season generally begins in September and lasts anywhere from two to three months according to the locality, while previous to the regular meets there is considerable cub hunting and general preparatory work done in order to get the hounds into condition. Some of these early morning runs in late summer are replete with enjoyment, being marked with incidents not usually found in the regular hunts. Not infrequently one, two and sometimes three runs and a kill or two are the result of a day's hunting. This is a great strain on the staying qualities of both horses and hounds, and in consequence the keenest horsemen require to keep in their stable several good hunters to meet the demands of the season. The huntsman and the whip have always to be well mounted, and it can readily be seen that nothing but a horse of excellent quality and breeding can carry a man from eight to thirteen hours, over twenty-five or fifty jumps in a stiff hunting country, without sufficient rest and care.

The adventure, exhilaration, good-fellowship and the manliness of fox hunting without doubt place it at the top of all pastimes. The friendly emulation for the brush, the rush at the fences, admiration of your horse as he clears the water-jump or ditch,

all dashed with a suspicion of risk and danger, make up a *tout ensemble* which perhaps no other sport can ever approach. Apart from the merely pleasurable side there is also the very important one of the extreme healthfulness of the pursuit, and so it is that when on the back of your favorite hunter, with the hounds in front, your friends around you, and the fox in the distance, you feel that it is indeed the sport of kings.

COLONEL COLIN SEWELL

ONE of the most promising men in turf circles in the ancient City of Quebec is Col. Colin Sewell, who is also an eminent physician. He takes a great interest in the welfare of the thoroughbred, and has owned many good ones during his career as a devotee of the sport of kings. Col. Sewell learned to ride early in life, and has never lost his love for the chase, being one of the regulars at the meet of the hounds.



COLONEL COLIN SEWELL

He commenced his racing career in the year 1881, and since that time has seldom been without a thoroughbred in his stable. His first race-horse was Leather Stocking, which was afterwards renamed The Rake. With this horse the Colonel won many coveted cups and stakes. After the retirement of The Rake, Col. Sewell purchased several but did not meet with much success until he secured Krawah and Blue Coat; with them he won many races, only disposing of the latter during the season of 1907. Ballycastle was another in his stable with whom several cups were won. The latest purchase was the horse Andy Williams, who was raced under the Sewell colors for the first time in 1907, meeting with limited success. The Colonel is one of the principal figures in the City of Quebec Turf Club, and has acted as an official at all of their annual meetings.

Col. Colin Sewell was born in the City of Quebec in the year 1841, being educated at Edinburgh University, where he took his degrees as a surgeon. For two years after he held the position of House Surgeon of the Edinburgh Hospital, after which he returned to Canada to practise. Col. Sewell first acquired his love for racing in Melbourne, Australia, where he practised for a short time. In 1881 he became attached to E Battery, Quebec, and retired, retaining the rank of Colonel.

Betty Kingsmere. Pap Larabie Mambrino

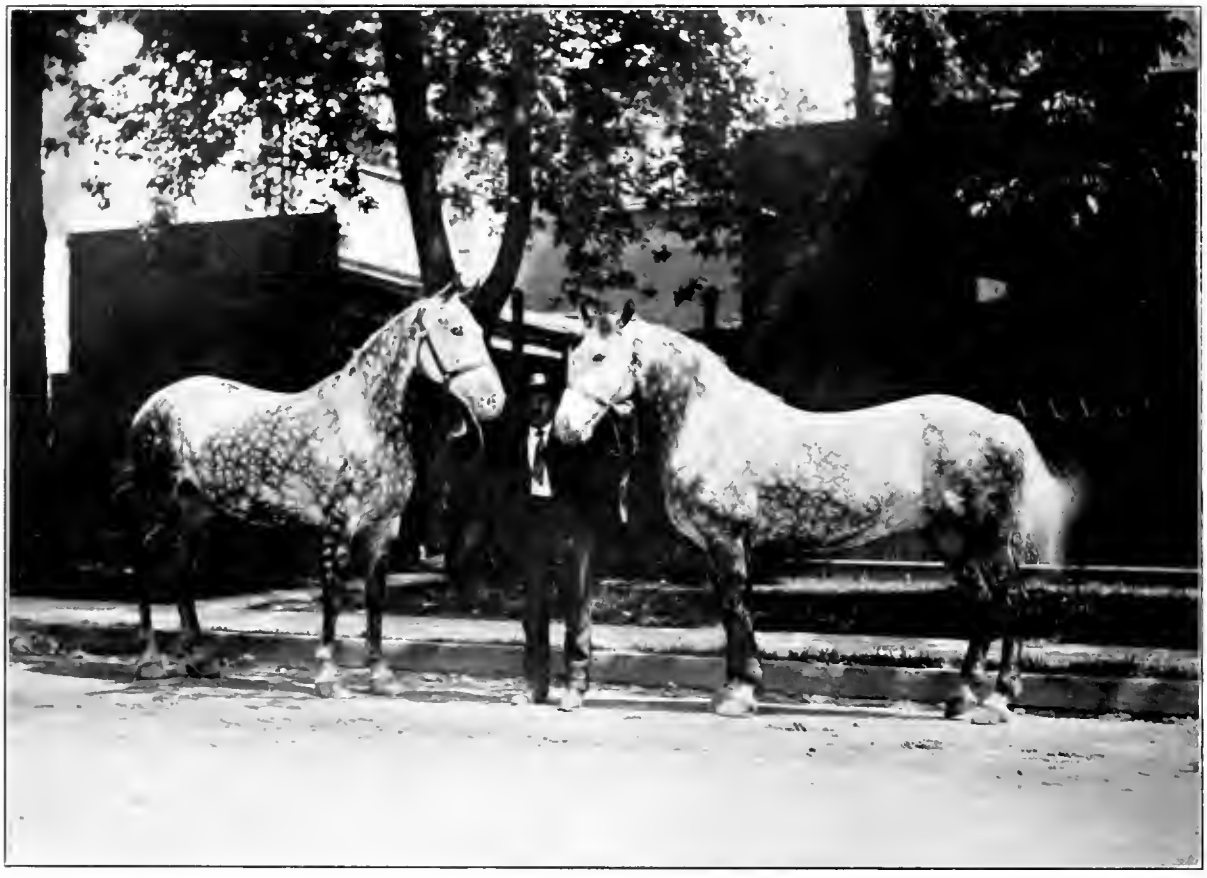
JOHN GRIMES

ONE of the best known horsemen in Eastern Canada is John Grimes, proprietor of the Windsor Hotel, Ottawa. Born and educated in the capital city, Mr. Grimes began his business career as clerk of the Grand Union Hotel, Ottawa, afterwards filling the same position at the Walker House, Toronto, where he remained for many years, only leaving the Walker House to go to the Rossin, with which hotel he was connected until he purchased the Windsor at Ottawa, which he has remodelled and built up until it is considered one of the best houses in Eastern Ontario.

Mr. Grimes has for years been one of the prominent figures in the Ottawa Driving Club, and, indeed, was one of the prime movers in its first organization, holding office in it for several years until pressure of business compelled him to resign.

He is a big contributor to every movement to advance interest in the horse, the annual ice meeting, one of the many things which he takes under his patronage, being enriched each year by a stake named after the Windsor Hotel. In the year 1907, he donated a cup to be held by the owner of the horse establishing a new ice track record.

Mr. Grimes is a splendid business man, owns a beautiful residence in Ottawa, and divides his time between his home, his business and his horses.



Simpson Greys

THE SIMPSON GREYS

THE beautiful grey horses forming such an important part of the delivery system of the immense departmental establishment of The Robt. Simpson Co., Limited, Toronto, are widely known in the Queen City and its suburbs, and are much admired by citizens and visitors from everywhere. At present there are over one hundred of these horses in the Simpson service. A score of years ago one solitary grey horse could attend comfortably to all the delivery wants of the Simpson store. In 1909, it is estimated that at least one hundred and fifty are in commission. The grey horse that did the pioneer work of the business was a great favorite, and each succeeding horse purchased for the firm was a grey one, until to-day the Simpson horses are one of the best mediums of advertising that the enterprising firm has. People of all ages, from the toddling youngster to the tottering great-grandma, are familiar with the Simpson delivery, which is often in evidence in many neighborhoods. These horses are picked up all over Ontario by the firm's buyer, Mr. W. Delaney, who, during his many years' service, has bought them all. His efforts to secure uniformity

in color and size have met with the signal success that comes of sincerity and experience. His standard is a horse about 16 hands and weighing 1,200 to 1,250 lbs., and he favors a young horse because it retains its color longer. Some persons who will read this are possibly not aware that a grey horse gets lighter in color as age increases, and eventually turns white, long before its usefulness has ceased. Mr. Delaney has been in charge of the Simpson horses for 17 years. He presides over the stables on Mutual St. and Dalhousie St., Toronto, where there is every accommodation for the big equine family, and the situation is within easy distance of the store, but the rapidly increasing necessity for more horses and, consequently, more room, is being acted upon by the company, and plans are now being prepared for new stables which will be the equal in modern equipment of any on the continent. Nearly a hundred men are at present engaged as drivers, or in looking after the horses. There are some sixty wagons, about a fourth of that number being the large sizes for team loads. A stringent system has to be employed in the assignment of the different wagons to their respective territory. There are three trips a day to all points within the city limits, and the suburban places are covered once every day, and in some cases twice. In addition to this, there are special wagons in readiness to wait on trains and boats. Notwithstanding the precision involved, the system works to a nicety. Each man knows what he has to do and is considerate of the welfare of his horse, some of them being much attached to their useful pet and taking personal pride in having it look its very best. The suburban delivery extends as far west of Toronto as Cooksville and Lorne Park; north to Richmond Hill, and east to Scarboro Jct. The wagons are of a uniform color, as familiar to the Toronto eye as is the Simpson grey horse. They are the up-to-date, rubber-tired, roller-bearing vehicles; different from twenty years ago, when the sole Simpson delivery vehicle was a two-wheeled cart.

The many advantages that customers living outside the City may derive, have been amply demonstrated by Simpson's, who are now handling in the neighborhood of 1,000,000 mail orders per annum. Careful and prompt shipment and honest value have caused a marvellous growth in this branch of the business, which is just as strictly looked after as is the immense City delivery.

The history of the Simpson business is of decided interest. It was established by the late Mr. Robt. Simpson, who came to Toronto from Newmarket in 1872, and opened a little store on Yonge St. north of the present mammoth building, which is a monument to a courageous, progressive man. In 1880 the store employed thirteen clerks and the horse particularly referred to above. In 1881, Mr. Simpson moved to a larger building in the block which is now entirely occupied by the business he created, purchase and extension having continued until the whole block has been acquired. In 1894 contracts were let for a 7-storey building to occupy the site of his old stores. The building, when completed, was the finest of its kind in Canada, but scarcely before three months had elapsed it was reduced to ashes. This dreadful calamity did not break the spirit of Mr. Simpson, who set to work to rebuild on a grander scale, for the fire had made room for a bigger place. In January, 1896, the

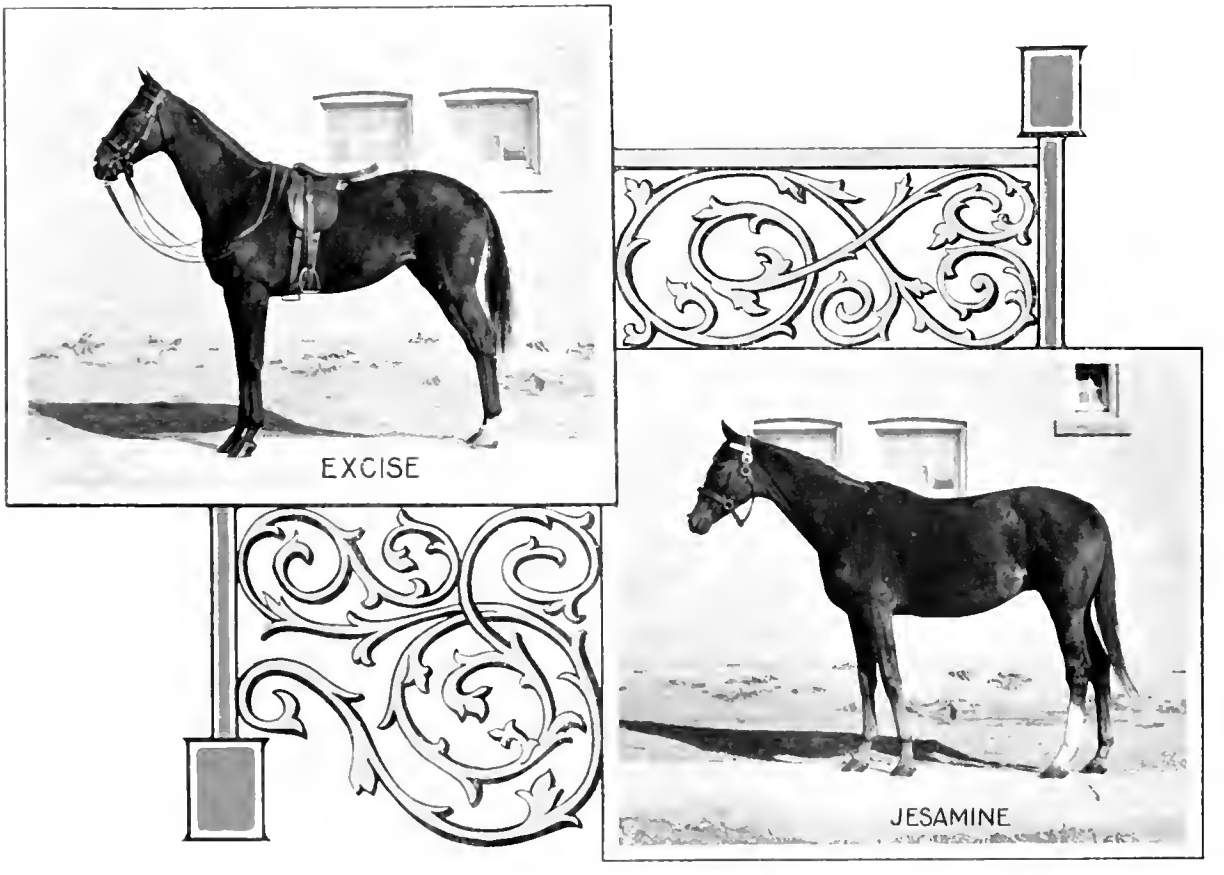
new store was occupied, but shortly afterwards, in 1897, the death of Mr. Simpson occurred, and though the business was continued in the same name, the capital stock passed into other hands and was materially increased. The corner of Richmond and Yonge Sts. was acquired in 1900, and a large addition similar to the main entrance was erected. The business grew with the building, and instead of the modest number of thirteen hands employed in 1880, there are now 2,500, and the buildings are being more than doubled in size on the site just to the west, which was purchased from Knox Church, and runs through from Queen to Richmond Sts. A private street, 45 feet wide, is to be opened along the western line, and the store will have a street on each of its four faces, which will not only be of great advantage for show windows, but will give an abundance of light and air for the upper floors from four fairly wide streets. When completed, Simpson's will be by far the handsomest and best equipped retail establishment in the Dominion, and will have a floor space of over 11 acres. It will be excelled by only two or three retail stores in the whole world. There is already every conceivable convenience for the thousands of customers who visit the store daily, and this careful consideration is highly appreciated. The system adopted by the firm so successfully, positively prevents overstocking, and consequently all lines of goods are the newest. To facilitate the buying in Europe, the company have an office in London and another in Paris. The London office is headquarters for many Canadian visitors.

The Simpson Co. is a large exhibitor at all the horse shows held in Toronto, and especially at the outdoor parades held on Dominion Day. Numerous prizes won by their turnouts signify the interest they take in all matters appertaining to the horse.

HUGH S. WILSON

DURING twenty years of active association with the best of the jumping horses Hugh S. Wilson, of Toronto, has well earned his reputation as the pluckiest Canadian rider ever seen in the arenas of the principal horse shows of Canada and the United States, and no rider of the jumpers has more victories to his credit. Gameness is his characteristic, and when all his competitors have had enough of it he is always out to take every chance a man and a horse can take. Consequently, he has been the victim of accidents a score or more times, some of them very serious, but he has been fortunate in quick recoveries, and at this writing is in splendid shape, and a model of a vigorous young Canadian who loves a game horse and possesses the utmost confidence in himself to achieve victory, no matter what odds are against him. For many years he rode Mr. George Pepper's horses at all of the principal shows with magnificent success.

Hughie Wilson, as he is familiarly known all over America, was born in Pickering, Ont., in 1876, and when a couple of years of age went with his parents to Winnipeg. Eight years later he came to Toronto, where he wound up his schooling. He is a natural horse lover and at eleven years of age he was an accomplished rider. In 1904 he established his present business as a dealer in Toronto in good horses and has achieved remarkable success. His splendid stables on Pears Ave., Toronto, are a solid testimonial to his business acumen and his reliability. He married Miss McCormack, of Toronto, in 1904, and their pretty home is at 48 Rathnally Ave., Toronto. On the annual three months' circuit of the American horse shows, starting at Louisville, Mr. Wilson has been time and again the most successful of the competitors. He obtained a remarkable record at the New York show in Madison Square Garden, 1904, securing the three championships, light, middle and heavy weights. He won the former on King Juvenal, owned by Mr. Hitchcock, Jr.; the middle weight on Mr. Pepper's Sweet Lavender, and the heavy weight on Hon. Adam Beck's Dublin. Away back in 1891, in Chicago he rode Charlie, the pony under twelve hands which made the record jump of 5 ft. 5 inches. He considers the best jumper he ever rode was Mr. Pepper's Pearl, a most consistent performer of prize-winning proclivities. He made a world's record with her at Des Moines, Ia., in 1902, the jump being 7 ft. $6\frac{3}{4}$ inches. He quit riding the mare that year or would likely have at least equalled the present record of 7 ft. 11 inches. He is undoubtedly the most successful rider of jumpers representing this country. Some of his stellar performances are Maud, 6 ft. 10 inches, at Toronto Exhibition; The Bard, 7 ft. $1\frac{3}{4}$ inches, at Des Moines, and Rupert, 7 ft. $1\frac{3}{4}$ inches, on the same night; Sure Pop (Crowe & Murray), 7 ft. $4\frac{1}{2}$ inches, at Nashville, Tenn., and also sensational jumps on Myopia, one of the most successful performers in the world, and Bloomington, another of his stars. Mr. Wilson is a most useful member of the Toronto Hunt Club, and his quiet disposition and unfailing nerve have made him decidedly popular with the army of his associates in the equine world.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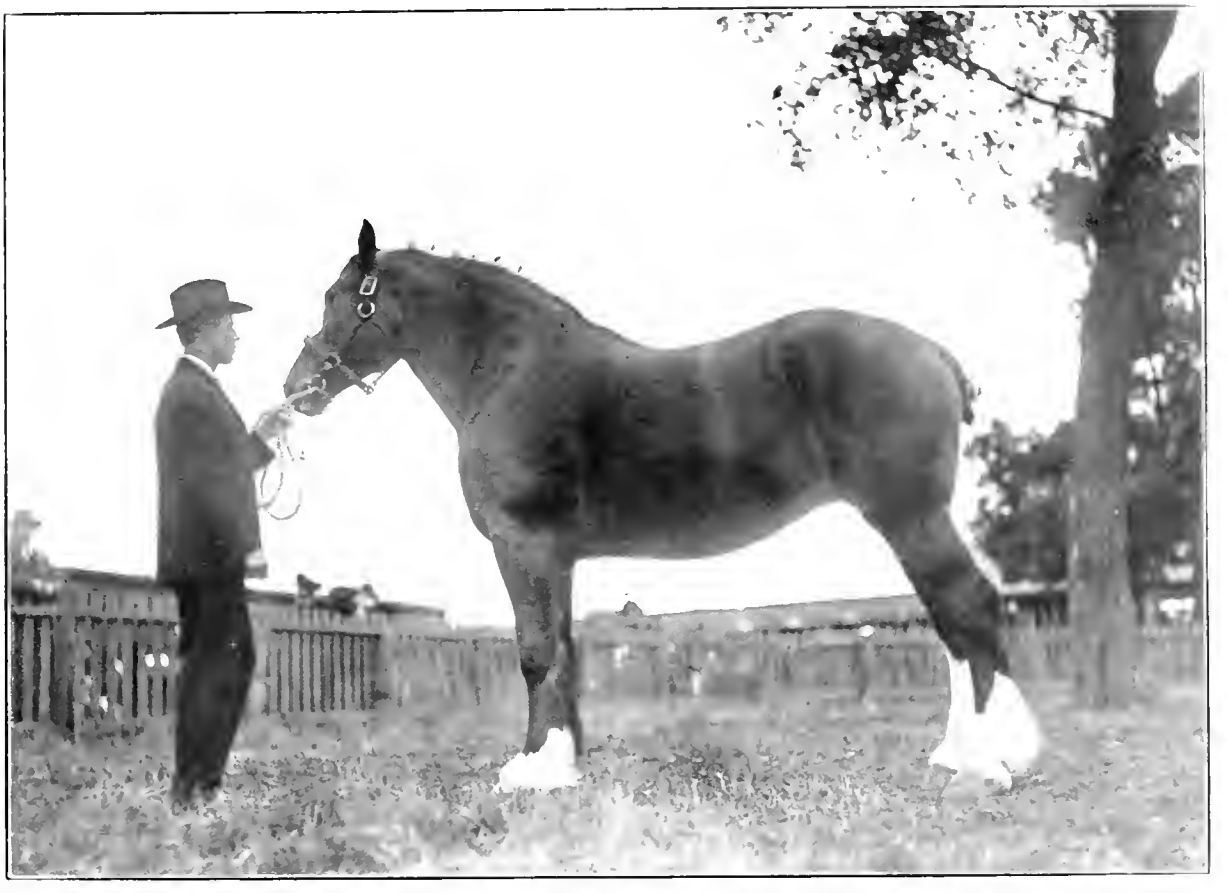


Champion Clydesdale Mare. Property of Graham & Renfrew

THE GRAHAM-RENFREW COMPANY

ALTHOUGH not so old as some of the other firms in the equine world, the subjects of this sketch, who are known from Sydney to Victoria as the firm of The Graham-Renfrew Company, Limited, are envied by many of the veteran admirers of the horse for their successful career in the breeding and display of fine specimens of the Steed. They have not only won personal triumphs in this field, but have contributed materially to the success of others. The Graham-Renfrew stock farm, known as Bedford Park, which is situated at a beautiful spot on Yonge Street, is famed for the winners which it has bred and raised.

This firm is concerned with not only the heavier class of horses, but also with those of the hackney and harness class. Success has been the result of the members' efforts and experiments in all classes they have handled. As a financial proof of their excellent results, may be cited the fact that they sold one of their champion hackneys for the largest price ever paid for such a horse leaving Canada. This was Hiawatha, who was sold to Mr. Clapp, of Virginia, for the sum of seven thousand dollars, thus

being transferred from the Dominion to the Old Dominion, as Virginia is called. This was a sensational sale, even in the most successful equine annals.

One of the best hackney ponies ever shown on this continent was Plymouth Horace, owned by Graham-Renfrew, which developed an amazing talent for championships. He has more action than many of the larger hackneys and has sired many winners. This notable pony is full brother to Lady Kit Kat, who held the championship of England for two years. This firm imported the Clydesdale stallion Sir Marcus, the best ever owned at the famous farm. He won several championships before being sold to Graham Brothers, of Claremont, who, also, found him a winner. Brigham Radiant was another splendid hackney owned by this firm, carrying off prizes at all the prominent shows.

Brigham Radiant—Hackney Stallion. Property of Graham & Renfrew

Mr. Walter Renfrew is the younger of the two partners, but he has had a wide and varied experience. Before the alliance with Mr. Robert Graham, he owned a stock farm near the town of Stouffville, where he made his first acquaintance with the horse world. He began in a modest and limited fashion, but proved so successful in his efforts that he extended his stock business, winning prize after prize, until the time came for a broad alliance with Mr. Robert Graham. In the autumn of 1905, the Yonge Street property was bought and given the name of Bedford Park. Many of the finest horses in the Stouffville farm were transferred to the new property and extensive additions were made to the valuable stable. Thus began what has proved to be a most successful union, for each year the farm has become more widely known,

until it now ranks among the first stock farms in America. From time to time the stock farm has been increased in order to accommodate the demands of a rapidly-growing business. Mr. Renfrew is a Canadian by birth, a native of Toronto, in which city he makes his home. He is regarded as an authority in the show ring, not only for the heavier, but also for the light harness horses. He has held various offices in the horse associations of the country and has always believed firmly in the improvement of the Canadian breed of horses.

Mr. Robert Graham, the other member of the firm, dates his experience from an earlier period than his partner can claim. He has been an ardent admirer of the horse

Plymouth Horace. Property of Graham & Renfrew

since 1876, when he made his first trip across the Atlantic with his father, Richard Graham, who carried on the business before him. With a hereditary fondness for the horse, Mr. Robert Graham went into partnership with his father at an early age, and, on the demise of the latter, took sole charge of the business. He was responsible for the firm of Graham Brothers, of Claremont. After following in his father's footsteps for several years, he took his brother William into partnership, and as soon as Thomas was old enough, he also was made a member of the firm. This triple alliance lasted for many years, in fact, until 1905, when Robert united with Walter Renfrew, leaving William and Thomas to run the old firm.

Robert Graham was born in the town of Markham, where he received his early education, making his home at Claremont until his change in business. During his career, he has bought and sold many champion horses in almost every class, dealing, in the early days, more extensively with Clydesdales. One of the best of these that he ever imported was Royal Exchange, who won great renown for Robert and his father from 1876 until bought by Senator Beith in 1878. Old Prince Arthur was another horse that helped to make the Graham farm famous, always winning in the ring in this country and siring many a brilliant winner. Mr. Robert Graham is one of the oldest importers of horses on the continent and is among the foremost judges. His advice is always in demand and his judging, at all prominent shows in the country, has earned for him an enviable reputation for discretion and fairness.

Both Walter Renfrew and Robert Graham are reinsmen of the first class, and many times have driven their own horses to victory. Both enjoy a ride on a good hunter, but devote more time to other interests in the horse world than to riding or driving. They are always highly gratified by success of others to whose stables they have contributed. Mr. Robert Davies is an instance of one of their fortunate customers, as the Renfrew-Graham firm brought to Canada the Clydesdale mares with which Mr. Davies made such a clean sweep at the Industrial Exhibitions held throughout Canada.

The champion cups and ribbons won by this prosperous firm at the many shows all over the country, would make a silver exhibition in themselves, while their hundreds of badges form a display which tells its own story of breed and training.

THE CANADIAN NATIONAL BUREAU OF BREEDING, LIMITED

THE Canadian National Bureau of Breeding, Limited, was started in the autumn of 1907 by John F. Ryan, having for its object the improvement of the breed of horses in Canada. It was incorporated under Dominion Charter in 1908, and its growth has been so rapid and its influence so far-reaching that in a short time it has come to be perhaps the most important institution connected with horse breeding on the continent.

The working of this Bureau is simple. Thoroughbred stallions are secured by purchase and donation from owners all over the continent, and are placed with responsible farmers in Canada for service with cold-blooded mares. The service fee is a nominal one, and goes to the man who keeps the horse. The thoroughbred cross produces an ideal saddle or cavalry horse, and as these are in great demand, the Bureau has been flooded with applications from all parts of the country from Cape Breton Island to the Yukon. It is estimated that it will take at least five years to complete the work of the Bureau, which by that time should be the finest in the world, and a national asset which will bring millions into the country every year.

A tremendous impetus was given the Bureau by the earnest support given it by the War Office. In fact, the Bureau was hailed as a solution of the cavalry remount problem, and is now looked upon as the only feasible plan of securing an Imperial cavalry reserve. The War Office buyers are travelling throughout the country inducing farmers to breed their mares to the Bureau thoroughbreds, and showing them that there is a ready market awaiting them. England pays $200 for a trooper, and $300 for a charger delivered at Liverpool, and as horses can be raised very cheaply in Canada, especially in the western provinces, the breeding of these remounts is a profitable business for the farmer. The west is the natural nursery for the nation's cavalry. Alberta is larger than either France or Germany, Saskatchewan is twice as large as Great Britain and Ireland, and British Columbia is twelve hundred miles long and four hundred miles wide. There are thousands of acres of richest pasture in these provinces, and the horses raised there are of the hardiest sort.

But the work of the Bureau is not confined to that part of Canada. New Brunswick, Nova Scotia, Prince Edward Island, Quebec and Ontario are just as enthusiastic, and apart from the business of it, there is strong national sentiment behind the new organization.

It is in the interests of Canada to secure for England if possible the best cavalry in the world. It is recalled that during the Boer war, the Mother Country was at her wit's end for cavalry horses. She had to get twelve thousand horses from the Argentine and send them to the Cape of Good Hope, and she had to pay top prices to the Hungarians for seven thousand five hundred horses. It is estimated that during that war, England spent seven millions of dollars for horses, and only the smallest fraction of this immense sum found its way to Canada, simply because there were no suitable horses to be had here. The Bureau is changing all this, and should there

be another national emergency, the cavalry remounts can be obtained here, and the money will remain in the Empire.

The same can and will be done in Canada as in France. There, the Government has 229 thoroughbred stallions, and these in 1907 produced over 8,000 foals. In that year the Government paid to small farmers and breeders no less than $3,677,000 for remounts, and every dollar of this, of course, remained in France.

The Russian, German, French, and Austrian Governments spend great sums for thoroughbreds to go to their bureaus. Twenty thousand pounds is not considered too much for a thoroughbred to be mated with cold-blooded mares, and in some instances more than that has been paid. In recent years such world-famous thoroughbreds as Flying Fox, Galte More, winner of the Triple Crown; Clever, winner of the French Derby; Carlton, Magnus, and other famous horses, have gone to European breeding bureaus.

The Canadian Bureau has selected only the best stallions, horses of royal breeding, good conformation and free from all hereditary taint. In the lot are: Masterman, by Hastings, dam Lady Margaret, by Imported Ill Used. He is a grand individual, and was the American champion in both his two and three-year-old form. His sire Hastings, by Spendthrift-Cinderella, is one of the best thoroughbreds in America, and has been three times at the head of the winning list in America. Rosemount, another Bureau stallion, is also by Hastings, and his dam, Lady Rosemary, is by St. Blaise. He is a beautiful type of a horse, and is stationed at Petit Cote, near Montreal.

Our Boy is a rugged stallion by Imported My Boy II, dam Dina, by Kosciusko. He is getting an excellent cavalry type, and is on the farm of Major James Riley, of the Duke of York Hussars, in Vaudreuil County, Quebec.

One of the famous horses of the Bureau is Sea Horse II, a thoroughbred who sold for sixteen thousand dollars in England only a couple of years ago, and who has since been in the stud in Virginia. This horse is as well known in Australia and New Zealand as in America, and his foals are pronounced first-class.

Javlin, stationed near St. John's, Quebec, is a handsome horse by Imported Bridgewater, by Hampton, out of The Ghost by Flying Dutchman. He is a perfect individual, and a valuable acquisition to the Bureau. McIlvain is stationed at Perth, Ontario, and is a handsome blood bay by Bend Or out of Sierra Leone. He is a perfect cavalry type.

Stallions are being sent out as fast as they can be secured, and there will be no slackening of effort until at least 300 have been placed. At this date (1908) the applications for stallions number over seven hundred.

The chief workers in the National Bureau are John F. Ryan, the founder; Lieut.-Colonel Ashmead, representing Quebec; H. J. P. Good, representing Ontario; George Carruthers, representing Manitoba; Col. H. J. McLaughlin, representing Saskatchewan; and Osborne Brown, representing Alberta. The Maritime Provinces are looked after from Montreal, and a secretary will be appointed next spring for British Columbia, when the Bureau will be in full working order from coast to coast.

CAPTAIN H. C. OSBORNE

AN enthusiastic follower of the hounds is Captain H. C. Osborne, Toronto, and although he has recently become an ardent admirer of the automobile, he has not lost his kind regard for his friend the horse, particularly the hunter. He is a diligent worker in the affairs of the Toronto Hunt Club, being one of its most energetic directors, and to his efforts much of the success and popularity attained by the Club is undoubtedly due. He followed the Toronto hounds first in 1895, and has been devoted to the sport constantly since. In 1903 his horse Golden Crest (Golden Badge—Straightaway) ran third to Thessalon in the King's Plate race at the Woodbine. He was one of the founders and the first Secretary of the Toronto Polo Club, and was very active in procuring a suitable polo field for the Toronto followers of the sport.

CAPTAIN H. C. OSBORNE

Henry Campbell Osborne was born in Brantford, Ont., in 1874, and received his education at Trinity College School, Port Hope, and Trinity College, Toronto. He is a son of James Kerr Osborne, Toronto. In 1902 he married Mrs. C. L. Bath, daughter of the late G. G. Francis, of Toronto and London, Eng. Capt. Osborne is a member of the firm of Osborne & Francis, stock and bond brokers and financial agents, Toronto.

Though business demands much of his attention he finds time for military matters. Capt. Osborne became connected with the Canadian Militia in 1899, when he took a commission in the Royal Grenadiers, Toronto, and he is now in command of "B" company of that crack regiment. He inherits his liking for military pursuits, his father having served as a Major of the 19th Regiment during the Fenian Raid. In addition to his connection with the Toronto Hunt Club he is on the management committee of the Toronto Club, and is a member of the Toronto Polo Club; Albany Club, Toronto; Canadian Military Institute, Toronto; St. James Club, Montreal, and Sports Club, London, Eng. He is also fond of a game of golf, and was for some time a member of the Toronto Golf Club.

SANDFORD FLEMING SMITH

SANDFORD FLEMING SMITH is a son of the late Alexander Smith of Peterborough. Born in Peterborough, he graduated from the High School of that town and entered a private school to prepare himself for the School of Practical Science in Toronto, where he had a most successful course.

He has made his home in Toronto for several years, his handsome residence in Poplar Plains Road being a centre of open-handed hospitality.

He joined the firm of Bond & Smith in 1903, one of the most prominent architectural firms in the country.

Mr. Smith has always taken an active interest in all branches of athletics. He has been a member of the Toronto Hunt for years, and is a regular attendant in the hunting field, also having successfully taken part in the Hunt Club's annual point to point races. Mr. Smith does not particularly care for the honors of the show ring, though he has won several cups in this way. He takes great pleasure and pride in having a good hunter.

Sandford Fleming Smith

In his stable are to be found two qualified hunters, Silver Buckle, a handsome mare of rare quality, and Phlox, well known to all followers of the hounds as having an exceptional burst of speed, is also a capital jumper.

Mr. Smith holds a commission in the Governor-General's Body Guard, and has for years taken an active interest in all military matters. He is well known in both social and business circles, for he is of a genial spirit and bright disposition, and well qualified to win both liking and esteem from all who know him.

SILVER BUCKLE PHLOX

JAMES K. PAISLEY

ONE of the most enthusiastic lovers of the horse in Ottawa is Mr. James K. Paisley, proprietor of the Grand Union Hotel. Above all things Mr. Paisley is a Canadian, his modest boast being that his life has been spent on Canadian soil, and it may be said that he is as widely known in the east as in the west. For many years, he was a resident of Central Ontario and the farther west, and for a score of years lovers of horse-flesh have been on familiar terms with him. Mr. Paisley is now the proprietor of the Grand Union, one of Ottawa's leading hotels.

JAMES K. PAISLEY

He is a native of Peel County, Ontario, and has had a rather remarkable and most enviable experience as a host. Before going into business at Ottawa in 1902 he was owner of the New Royal in Hamilton, and was responsible for the remodelling of that hotel in 1897, the firm being Patterson and Paisley. Then also the firm had control or management of the Penetangnishene Hotel in Penetang, the Sans Souci at Moon River, and the Belvidere in Parry Sound.

Mr. Paisley was cashier of the Walker House in Toronto for a number of years, and is a son of Mr. John Paisley, who was the owner of a popular hostelry in Orangeville for a quarter of a century.

With Mr. Daniel O'Connor, he then built the Temagami Inn at Temagami, Ontario, and a year or so ago purchased the Victoria Hotel at Aylmer. He was also for some time proprietor of the Iroquois Hotel in Toronto. He is an active member of the Elks, the Knights of Pythias and the Foresters, and an executive member of the Hotelmen's Mutual Benefit Association of Ontario. In the past 20 years Mr. Paisley has been the owner of many horses with enviable records. Twenty years ago he made a start with Sealskin Joe, which was entered in the races at Winnipeg at that time. Since then he has interested himself mostly in the saddle and harness horses, one of his best being the saddle mare Jardie, which is in his stable at present. In Toronto also he has the trotting stallion Directly. A year or so ago Mr. Paisley disposed of the majority of his horses, but in the past several years he has driven some fine ones, which have since won coveted honors in Boston, New York, Toronto and other American and Canadian centres.

THE EEL. GREY HORSE, BY GAMBOLIER. BELL BIDWELL BY JOHN L. CHAMPION PACER OF THE WORLD ON ICE TRACK 2.11½ MADE AT OTTAWA, ONT., JANUARY 21ST, 1909, OVER A HALF MILE TRACK. OWNED BY F. W. ENTRICKEN, TAVISTOCK, ONT.

JOHN DYMENT, JR.

THE name of "Dyment" is known on the American continent wherever there are lovers of horses and clean sport. One of the best known bearers of the name, John Dyment, Jr., was born in Dundas, Ontario, in 1877, and under the guidance of his father, who was renowned as one of Canada's prominent horsemen and breeders, became interested in racing and all sports relating to horsemanship. In his boyhood he often rode to win, sometimes for his father, and also for his uncle, Nathaniel Dyment, of Barrie, who succeeded to his brother's fame in the racing world.

JOHN DYMENT, JR.

The ability of John, Jr., as a trainer was recognized early by the discriminating glance of experienced horsemen, and he was soon entrusted with the supervision of the stables at the famous Brookdale Farm, everything pertaining to the horses being placed under his care. His early advantages, in receiving the encouragement and benefit of the broad experience of Nathaniel Dyment, the owner of the Brookdale Stable, were quickly turned to account by the young trainer, who assumed his heavy responsibilities with the pride and pleasure of one "to the manor born." The choice was justified by its results, for Mr. Dyment has proved successful, both as trainer and supervisor, to a degree most gratifying to his sportsmen connection.

Mr. Dyment has been fortunate in the winning of many stakes, but this has been due largely to the knowledge and good judgment of the man who knew that "luck" is not the largest element of field success. Mr. Dyment has known the good points of his favorites and his faith in their prowess has been unwavering, whatever seemed the odds against him. Although one of the youngest trainers in the Dominion, Mr. Dyment has already a continental reputation as a judge of fine horses and an admirer of plucky performances.

Even the most successful of trainers or advisers must meet with his reverses, for there are fortunes of sport as well as of war. Through the efforts of John Dyment, Jr., the greatest price ever paid for a thoroughbred horse by a Canadian was the purchase money for the colt Kinleydale, a horse which was expected to become one of the great racers of the day. However, the best laid plans of the trainer were in vain

in this case, for the promising horse died as a result of cold, leaving disappointment to his admirers. But the enterprise which had secured this thoroughbred is none the less to be commended. Mr. Dyment has been highly successful in selecting two-year-olds to race on the Canadian circuit as three-year-olds, and with them he has won the majority of the stake events of Canada in the past few years.

His first great success occurred in 1903, when he won the King's Plate at the Woodbine, Toronto, with Thessalon, running second the same year with the horse Nesto, while the spectators thundered their applause over what proved a most popular victory. He returned the following May and won the much-coveted royal Guineas with Sapper, a racer which he had picked up for a low figure, and had bought because it was sired by Courtown. Mr. Dyment is known as a vigorous trainer, and each year, on his arrival at the Woodbine, his string of horses is found to be in fit and hardy condition for the strenuous days ahead of them. In 1903 he won the majority of the stakes at the Woodbine with the colt Fort Hunter, now in the stud at the Farm. With Fort Hunter he also won the Buffalo Derby, and tried for the great American Derby, at which, however, Fort Hunter was beaten, to the surprise of the Canadian backers.

In the following year he had conspicuous success with Tongorder, a winner which he had selected as a two-year-old. This colt won the best stakes on the Canadian circuit, and to-day is one of the fastest horses owned in the country. At the Buffalo Derby he was beaten by only a small margin on a heavy track, and showed by his pace and form at that event the thorough training he had received.

The successor in the string was Uncle Toby, who was not all that his friends might have desired. During the season of 1908, Mr. Dyment had a fair degree of success with the smallest string he had trained for some years. Of course, the glittering prize luring the ambition of every Ontario trainer is the King's Plate, and with that object in view, Mr. Dyment has kept adding to his string in the purchase of many valuable brood mares during the autumn of 1908. One of the most noted dams of America was included in this lot, The Elf, dam of Broom Handle, Whisk Broom and Elfal a trio of the greatest winners on the turf of the American Continent. Probably the best colt ever bred at the Dyment Farm was Courtown II, the favored racer for the King's Plate event in the spring of 1908, who unfortunately gave out the week before the great day, leaving him eligible, however, for the following year. Stromeland was another favorite in the string that carried the Dyment colors to the front on several occasions in the two-year-old events of 1908. Many yearlings have also been added from year to year, and from among these some first-class race-horses have been developed under this expert trainer's careful handling.

As Mr. Dyment is only in the early thirties, he has, in all probability, many years of successful business and sport ahead of him. In 1901, Mr. Dyment married Miss Grose, of Barrie, a lady who inherits a fondness for the sports in which her husband delights, and his winter home in Barrie is one of the handsomest residences of that picturesque town. The splendid racing string now under the Dyment colors is wintered at Brookdale Farm, which is a few miles from Simcoe's county town, and is famous for the many winners which have been foaled there.

AMATEUR ROAD DRIVERS' ASSOCIATION, OF LONDON, ONT.

SINCE its inception, the Amateur Road Drivers' Association, of London, Ont., has become one of the most successful matinee clubs in America. It has a history of uninterrupted progress, reaching back over a period of several years, with every promise of a prosperous future. In many features this Association conducts its events along unique and novel lines; and through fair and sportsmanlike dealings, and the elimination of certain objectionable features, which too frequently mar the success of such organizations, has won an enviable reputation for gentlemanly sport. In this particular this Association is probably several strides ahead of any in Ontario.

With the coming of the Wednesday afternoon half-holiday custom to London, came the opportunity for London's race-horse lovers and owners to enjoy a little of their favorite sport. The track at Queen's Park was available and would answer the purpose admirably. There were plenty of horses and any number of drivers ready to enter competition. But there was still something lacking. The racing events must be conducted in an orderly and systematic manner if they were to be a success, and with this purpose in view the London Amateur Road Drivers' Association was formed. Mr. George McCormick was the first president; Dr. Fred. Wood the first secretary, and Mr. W. E. Robinson the first treasurer. All three officers have remained in office almost continuously ever since, and along with Mr. J. C. Trebilcock, who has acted as official starting judge, all have given splendid satisfaction.

Before the inception of this association, other organizations of a similar nature or with a similar end in view were formed. None of these, however, was long lived, and owing to disagreement regarding certain methods of conducting the races, each in turn proved a failure.

Bookmaking and the selling of pools were allowed by these associations, and it was contended by some of the members that such practices were far from beneficial, and only encouraged the patronage of undesirable persons. Other horse owners, who would otherwise have been glad to share in the sport, kept aloof on account of such practices.

When formulating the plans for the present Association it was agreed that it would be best to, as far as possible, eliminate all questionable features from the race meets. Accordingly the selling of pools and bookmaking are forbidden in connection with any race conducted by the Association.

Another clause in the constitution provides that no admission fee shall be charged the public and that all grand stand seats shall be free. Large crowds patronize these races, and the sport is found to be an inexpensive and healthful diversion by the toilers in factory, warehouse and office. Young and old attend the events which are conducted every Wednesday afternoon while the weather permits. Generally the season opens in June and closes in October.

None but amateurs are allowed to compete, and thus sport purely for sport's sake is assured. No prizes or purses are offered with the exception of the championship

cup, which is competed for annually. This trophy was presented to the Association at its inception by the Free Press Printing Co. At each of the races ribbons are awarded the winners.

The Association does not include horse owners alone, but many lovers of the sport, who through unfavorable circumstances are prohibited from keeping a horse of their own, contribute financial aid to the organization, and keep the treasury at all times well filled.

Harness horses alone are allowed in competition, and the use of hobbles is strictly prohibited. The vehicles used must be of the four-wheeled type, and the Association owns all these waggons but allows the members to hitch to them at will.

There are from twenty-five to thirty horses entered each afternoon. Owing to the events lasting as they do for one afternoon each week only, it is almost impossible to make room for more than that number of horses.

In the matinees has been found a splendid opportunity for testing green material, and also for showing horses with a view to their sale. Through these races many London horses have found their way to the best racing stables of the country. Horse buyers from far and near attend these events, and on several occasions have purchased horses which have afterwards proved to be very fast. At almost every matinee promising young horses are brought out. Some are bought up immediately upon being tried out, while others have to give way to the speedier.

Among the notable sales made through the matinee races of this Association during the past few years have been: Walter S, formerly owned by Norman McLeod & Sons, and Dr. Jack, owned by Tennant & Barnes, both of which horses were sold into Toronto stables for large sums of money. Solstone, formerly owned by Mr. George McCormick, is now one of the champion horses of the New York Speedway, with a record of 2.13¼. He was the cup winner in 1907. The Dentist, Lady Black, Madge W, Clipper, and many others have also found their way into the big stables from the London matinee races.

Membership in the London Amateur Road Drivers' Association has not been confined to residents of London, and from time to time amateur horsemen from neighboring towns have taken an active interest in the Club. Dr. J. A. Hughson, of Buffalo, who was at one time a prominent member of the matinee club of that city, has now taken up his lot with the London Association. His horses appear regularly at the Wednesday afternoon matinees.

Such prominent business and professional men as R. J. Wood, H. S. Wilcox, J. A. Brownlee, Dr. R. Barnes, Dr. D. C. Tennant, Dr. S. W. A. Thompson, S. Thompson, Wm. Collins, C. G. McCormick, Norman McLeod and Sons, Geo. Campbell, Robert Nixon, Frank Sage, James McCartney, Fred. Paisley, J. S. Sherlock, Alex. Henderson, Geo. McCartney, W. B. Woodhull of Lambeth, Joseph Wilkins, Gordon Lawson, J. H. Brooks, and numerous others, have from time to time been among the active members of the Association.

PHILIP McGINNIS

A BENEFACTOR to the cause of the thoroughbred, and to the devotees of the royal sport of racing, is Mr. Phil. McGinnis, who was born at Huntingdon, Quebec, and who is one of the few Canadians to have climbed to the very top of the ladder of success in the racing world.

Mr. McGinnis's great contribution to the king of sports has been his invention, the starting machine. In the early days of racing in this country, no barrier was used, and there were so many wretchedly unequal and unfair starts, that Mr. McGinnis began to reason out a way to put things on a more equal basis.

PHILIP McGINNIS

The result of his cogitations was the invention and perfection of the barrier, as it is known to-day, a machine which has proved so successful that it is now being used on almost every race-track in America.

To start horses away from the post with an equal chance is something to have lived for, and this most desirable condition of affairs is what Mr. McGinnis has accomplished. The public owes him a debt of gratitude for this one achievement.

Always a lover of the horse, particularly of the thoroughbred, Mr. McGinnis was a regular attendant at many of the tracks on this continent, beginning his active career as a starter in the city of Quebec, when he was asked to fill that position at a meeting of the Quebec Turf Club.

For several years he fulfilled his duties there so ably that he became very well known to horsemen, and then commenced his success. Mr. McGinnis has officiated at many of the larger tracks in this country, while he is a great favorite in the south, where he now does most of his work.

He makes his home in London, Ontario, where he takes a great interest in all classes of sport. He has great skill, both as a rider and driver, and is well known on every track in America

JOSEPH E. SEAGRAM

MR. JOSEPH E. SEAGRAM has for many years been the principal supporter of the turf in Canada. He rarely has fewer than 100 thoroughbreds at one time in his stable at Waterloo, and each year he spends thousands of dollars in securing new blood. He has brought to Canada some of the best pedigreed horses the world has ever known. He has invested large sums of money in securing good American horses. In short, than Mr. Seagram, there has been no greater benefactor to the thoroughbred horse industry of Canada. His stable has representatives in all parts of the country, and wherever there is a race meeting it can be depended upon that a representative of Mr. Seagram's enterprise will be among the winners. His success, first of all in the Queen's Plates, and afterwards in the King's Plates, is of sufficient renown to make unnecessary any extended reference to it in this sketch. He has won no fewer than thirteen times, eight times, from 1891 to 1898, successively. While many of his plate winners have not gone on and raced, several of them have distinguished themselves subsequently both at home and abroad. Among these might be mentioned Victorious, one of the last sons of that noble old sire Terror; Joe Miller, who ran one of the fastest races ever run on the turf, at Coney Island; Bon Ino, a winner herself, and the dam of Inferno, winner in 1905; and of Seismic, the winner in 1908. Of the others none have done anything to distinguish themselves after winning the one race, except, possibly, to carry off two or three province-bred races.

JOSEPH E. SEAGRAM

While Mr. Seagram, greatly to the advantage of the horse interests of Canada, has devoted the larger part of his attention to the breeding of province-breds, having imported many mares with foals in utero both from Great Britain and United States, at more expense than any other man in the Dominion has felt inclined to incur, he has also brought into the country many a good race-horse, but for whose presence the valuable stakes given by the Ontario Jockey Club and other Canadian racing associations would have gone abroad. In brief, Mr. Seagram has truly been a pillar of the

INFERNO, B.H., HAVOC—BON ISO

turf in Canada, as well as a contributor on a large scale to the welfare of the horse industry as it relates to carriage, saddle and hunt animals—three classes which, unfortunately, are almost entirely dependent upon private enterprise, receiving but scant encouragement or attention from officials in any government. Horses of Mr. Seagram's breeding have won races after they have left his hands, not only in all parts of Canada, in the Maritime Provinces, as well as in the far western Province of British Columbia, but have gone deep into the neighboring Union and there proved themselves capable of carrying off many prizes.

Mr. Seagram has truly been a prince in his support of the thoroughbred in the Dominion. As here said, he has brought in valuable race-horses, such for instance as Saragossa, twice winner of the Toronto Cup, the second time carrying no less a weight than 133 pounds to victory, in the then fastest time over the old Woodbine track for a mile and a quarter of 2.10. Tragedian is another good horse that won the Cup in Mr. Seagram's colors; so also is Satirist and Gold Cure, son of Ormonde's son Goldfinch. Then came a lapse of five years before the President of the O.J.C. won the same Cup, and this time he succeeded in accomplishing the deed with one of his own breeding, to wit, Inferno, who at five years of age carried 126 pounds to victory and covered

the nine furlongs, the distance to which the race had been reduced, in 1.52⅘, only three-fifths of a second more than the best on record for the distance over the new and fast track. In the Woodstock Plate Mr. Seagram has also had his successes, his last being in 1907, when, with Main Chance, he won in the fastest time on record for the race, in 1.53⅘. Another important event in which Mr. Seagram's stable has distinguished itself is the King Edward Hotel Cup, which the province-bred Inferno has thrice won, against all comers, first in 1906 as a four-year-old, carrying 117 pounds, and covering the distance, one mile and a quarter, in the fastest time on record for Canada, namely, 2.05; the second time in 1907, carrying 126 pounds, in 2.06⅘, and the third time in 1908, carrying the same weight, in 2.09⅘. This Cup, valued at $1,500, was won outright by Mr. Seagram with his victories of 1906 and 1907, and in the following year the proprietors of the hotel having given another Cup of the same value, he won, as described, for the third time. Another race of prominence that Mr. Seagram has twice landed with the same horse is the Liverpool Cup, which the American-bred Procession won for him in 1900 and 1901. Perhaps one of the most startling performances that ever the Woodbine saw was that of Mr. Seagram's Persistence II, an imported horse by the King's Persimmon, that after running absolutely last in the O.J.C.'s longest distance race, namely the Ontario Jockey Club Cup, run in 1904, over

Bouquet, b.m., Kinley Mack—Briar Sweet

two miles and one-sixteenth, won with a marvellous burst of speed in the last half-mile, in 3.42. Very appropriately the former M.P. for Waterloo has also twice won the beautiful Cup given by the Earl of Durham, a descendant of the Earl who sixty or seventy years ago presided over the destinies of this country, with the province-bred Inferno, undoubtedly the best and most successful horse ever foaled in the Dominion of Canada. It is a tribute to the breeding success of the President of the O.J.C. that this grand horse should be a native in his pedigree for several generations back. In 1908, Mr. Seagram imported the three-year-old Bouquet, by Kinley Mack—Briar Sweet, who landed two important races at the O.J.C. Fall Meeting, one of which was the Toronto Autumn Cup, for which no fewer than a dozen horses started, and in the race for which Mr. Seagram's representative ran away in comfortable fashion.

The owner of the Waterloo stable has neither confined his victories to the Woodbine nor to Canada, but has won many a good race with Joe Miller, a province-bred; Victorious, another province-bred; the aforementioned Saragossa, imp. Morpheus, Havoc, a son of Himyar, sire of the immortal Domino, imp. Objection and others, at the best meetings in the United States. To enumerate all the successes that Mr. Seagram has had, both at home and abroad, and to go becomingly into details of the horses he has bred that have accomplished deeds worthy of note, would be to fill this entire volume.

Mr. Seagram is President of the Ontario Jockey Club and an Honorary Member of the English Jockey Club.

MAJOR JAMES HAROLD ELMSLEY

MAJOR ELMSLEY belongs to an English family of military and true sportsman traditions. His father is Remigius Elmsley, Esq., of Elmsley Place, Toronto, whose picturesque residence at the head of a quiet little avenue off St. Joseph Street is like a gabled Old Country retreat rather than a home in the busy, commercial centre of Ontario. The son, James Harold Elmsley, has always been at home in the saddle, a fondness for the pony being manifest as soon as the small boy was able to mount. The Elmsley family, like several of England's historic households, are attached to the Church of Rome, and it was to Cardinal Newman's College in England that the future Major was sent for early instruction. It was soon evident that he was destined for a military career, and his attention became directed to studies pertaining to soldierly life and, incidentally, to all sports associated with a horseman's activities.

Major James Harold Elmsley

In 1898, the young candidate for military honours obtained a commission in the Governor-General's Body Guard, and then in the Royal Canadian Dragoons When the war broke out between Briton and Boer, he went to South Africa with the first contingent from Canada, as Lieutenant in "A" Squadron, Royal Canadian Dragoons. In the strenuous campaigns of that conflict, he did splendid service, acting for some time as A.D.C. to Major-General Hutton, a former General Officer commanding in Canada, who commanded a Mounted Infantry Column. In that stubbornly-contested strife, good horsemanship was of the utmost value, and this young officer's skill and efficiency in this respect was of good service, both in the personal and patriotic sense. He was not without experience of the discomforts and dangers of actual warfare, and was wounded in one engagement. However, the honour of being mentioned in the despatches, and receiving the Queen's Medal with five clasps, was military distinction worthy of suffering in the service.

Promotion came rapidly in the days which called for prompt action, and the second time this Canadian officer went out to South Africa it was to the Western Transvaal,

as Captain Elmsley of the 2nd Canadian Mounted Rifles. The King's Medal, with two clasps, was witness of the good work done in the service there. However, the troubled times in South Africa were nearing the close and, ere long, Captain Elmsley was at liberty to return to the Dominion, in whose militia he had proved so valiant an officer. In civil, combined with military service, he proved an acceptable A.D.C. to the late Sir Oliver Mowat, when that distinguished statesman was Lieutenant-Governor of Ontario, residing at Government House, Toronto. The position now held by this successful son of the state is that of Major in the Royal Canadian Dragoons, and it is mere justice to say that he is one of the most capable officers in our Canadian militia—every inch a soldier.

The interest in horses, manifested so early in life, has been characteristic of Major Elmsley through all the changes of his varied career. In 1899 he won prizes at Toronto Exhibition in the saddle class, before South Africa campaigns had proved his equestrian mettle. Major Elmsley has associated his skill with a game that should be more extensively played in Canada—polo—which affords as exciting a spectacle as one might wish. In the thickest of the fray, this Major of the R.C.D. may be seen on one of those nimble ponies which seem fairly to skim over the ground. For a year he served in India, in exchange with an officer from that far British dependency, and India sees some of the best polo games in the Empire, as Mr. Rudyard Kipling's stories can testify. At the polo games, played in Montreal and Toronto, the attendance is as markedly British as at cricket itself, and the enthusiasm for the game has been steadily growing. Towards that increasing interest such spirited and fearless players as Major Elmsley contribute greatly. As a member of the Toronto Hunt and Polo Club he has shown himself a supporter of the finest sport in the community. Among the city clubs, Major Elmsley is a member of the historic Toronto Club. He is pre-eminent in all sports of healthful and vigorous nature and has won tennis and golf triumphs second only to his polo achievements—in fact, is an acquisition to all such circles.

It is likely that Major Elmsley's future career will mean further military honours, and a corresponding interest in equestrian matters. The influence of such an officer, in either exhibition or sport, cannot fail to be on the side of fair play and high standards. In his marriage, Major Elmsley has strengthened the ties which bind him to Toronto, having wedded, in April, 1908, Miss Athol Boulton, a daughter of another of Toronto's historic families. As he has proved his horseman skill on the veldt in time of war, the friends of this young officer may hope that it will be many years before Britain may again need such service from the officers of the Royal Canadian Dragoons.

CAPTAIN D. DOUGLAS YOUNG, A.D.C.

ONE of Canada's most prominent and clever exponents of military sports is Captain D. Douglas Young, of the Royal Canadian Dragoons, Stanley Barracks, Toronto, who, on his favourite polo pony, The Frenchman, has figured brilliantly in many victories. Captain Young was born in old Quebec, that city with traditions of military valour, in 1881, and is a son of Colonel Young, now stationed in Kingston. The younger officer's love of the horse is a hereditary instinct, and he comes honestly by a devotion to all equestrian sports, as his father has always been considered one of the most enthusiastic horsemen in Canada.

Captain D. Douglas Young, A.D.C.

Captain Young's early education was obtained at St. John's High School, Quebec, and he afterwards attended Upper Canada College, Toronto, the "Eton of Canada," many of whose graduates are well known in military service. His soldierly career commenced in 1900, when he went to South Africa as a trooper with the Royal Canadian Dragoons. The campaigns of that year were a trying ordeal for the young volunteers, but this Canadian soldier, like many another from the Dominion, returned with a good record of thirteen months' service, and, in 1902, secured a commission in the Governor-General's Body Guard, Toronto. He then entered the permanent corps as Lieutenant in the Royal Canadian Dragoons, and again went to South Africa as an officer in the 6th Canadian Mounted Rifles, serving seven months in the troubled country on his second trip.

On his second return from South Africa, he resumed his duties with the Dragoons, and in January, 1906, was appointed aide-de-camp to His Honour Lieutenant-Governor Sir Mortimer Clark, and gave eminent satisfaction in the discharge of his official responsibilities.

Captain Young has gone from success to success in the world of military sport. He is an enthusiastic horseman and few gentlemen riders are more skilful or courageous. The polo ponies and the hunters claim his admiration, and he has been a brilliant performer at all the recent horse shows in Toronto and Montreal. In 1902, he rode

the late Major Forester's horses with gratifying success, and in the following year was equally fortunate and capable in handling Lieutenant-Colonel Stimson's horses at the Toronto Show. In 1904, and the three succeeding years, he achieved many honours with the horses of that gallant sportsman, Hon. Adam Beck, and rode the Beck horses at Montreal also.

As a polo player, Captain Young has been a conspicuous figure, playing the game with a keenness and abandon which make him a highly valuable member of the team. His mount, The Frenchman, was brought to Toronto from the Northwest, and is now ten years old, full of energy and one of the most active of the frisky little fellows almost the equal of The Maltese Cat, in the best polo story ever written.

Captain Young is an excellent athlete, not narrowing his interests to one department of sport. He is an expert fencer and an adept at tent-pegging. He won the Governor-General's Cup and Championship for officers-at-arms, open to the Dominion, comprising six competitions. He is a skilful tennis player, and is a member of the Toronto Racquet Club. He follows the hounds as a member of the Toronto Hunt Club, and is a leading member of the Polo Club. In fact, his club affiliations are wide and enthusiastic, the London Hunt Club being another of his equestrian associations. Whether as soldier or sportsman, Canada has reason to value such hardy and stalwart young officers as Captain Young and Major Elmsley.

Captain Young's associations with Toronto are likely to be long continued, as his home has been for some time in that city. In 1907, he married Aimée Glenholme, youngest daughter of Chief Justice Sir Glenholme Falconbridge. She is her husband's sympathetic comrade in loyalty to His Equine Majesty.

Mrs. David Douglas Young

MRS. DAVID DOUGLAS YOUNG

MRS. DAVID DOUGLAS YOUNG belongs to a well-known Toronto family, being the youngest daughter of Honourable Sir Glenholme Falconbridge, Chief Justice of the King's Bench. Mrs. Young was born in Ontario's capital, and as Miss Aimée Falconbridge grew up in a family which appreciated fully the healthful, outdoor life which that city affords during most of the year. During her early girlhood she showed a fondness for horses and an ability in managing them more characteristic of English or Irish than of Canadian femininity.

In the hunting-field Mrs. Young is a brilliant and fearless figure, showing the aptitude in management and guidance which belong to the born "équestrienne." She is one of the most enthusiastic followers of the Toronto Hunt, and has been awarded the brush on more than one occasion, an honour more coveted than a conquest in the ballroom. Mrs. Young has the vigorous physique and flexible, well-proportioned figure which conduce to triumphs on the hunting-field.

In 1906, Mrs. Young, then Miss Falconbridge, won her first horse award on Cloth of Gold, owned by Mr. Alfred Rogers, capturing first prize in Ladies' Hunter Class at the Toronto Horse Show, winning general applause and admiration for her spirited bearing. A second prize with Sir Robert, owned by Mr. Henderson, of Hamilton, in the same class, was also won by this fortunate competitor. This annual event is sometimes humorously referred to as if the horse were a secondary consideration at this Beauty and the Beast Exhibition, but the honours are yet with those who know and understand the horse, and the Toronto woman who carries off a prize at this event is an object of envy.

To win a prize at the Horse Show is to remain unsatisfied without a repetition of the experience, and it was no surprise to find this fair rider in the lists once more in 1907, when she won a first prize on Miss English, owned by Mr. James Worts, and third prize with Land's End, owned by Mr. Henderson, both in Ladies' Hunter Class. At the Montreal Horse Show in the same year, Mrs. Young won first in the Ladies' Hunter Class on The Jap, owned by Mr. Joseph Kilgour, and also won ribbon in Saddle Class on Harkwyn, owned by the same gentleman. She is also a graceful and accomplished driver, single, double and tandem, and has scored more than one victory in the Harness Class.

Among the younger set, Mrs. Young has no superior in the qualities which go to make a successful horsewoman, and her ambition in this field is not likely to go unrewarded, judging from her already remarkable achievements.

BURTON HOLLAND

A VERY good record as a gentleman rider is that of Burton Holland. He is a thorough Canadian, and his father before him, Rolph Burton Holland. He was born in Toronto in 1874, being educated at the Model School and Trinity College School, Port Hope.

In the fall of 1898 he rode his first race on J. Strachan Johnston's Roulette, at the Country and Hunt Club's meeting at the Woodbine, Toronto, finishing third in a field of eight in the Hunters' Flat Handicap. His first victory was the following year, being his first steeplechase, riding Dumont in the Open Green Steeplechase at the Woodbine; also winning the Hunters' Flat with Leading Lady at the Montreal Hunt Club's races at the old Bel Air course. He was successful in winning on Red Pat and Lapwing, both steeplechase, the same afternoon. Returning from South Africa the following year, with the first contingent, he won with Murray Hendrie's Barley Sugar at the Woodbine. Since then the most important of his wins have been the Hunters' Flat at the Woodbine with Leading Lady, Wellington J., and Kumshaw; the Corinthian Cup at Morris Park, N.Y., in 1902, with Tip Gallant, an open steeplechase for

gentlemen; handicap steeplechase at Saratoga in 1904 on W. C. Hayes' Grandpa, also the Ancaster Cup on J. W. Colt's Dapple Gold; the same year winning, with Trapezist, the Amateur Cup at Buffalo. Business taking him to Alaska, he didn't ride until the fall meeting of the present Montreal Jockey Club's new course, winning the Hunters' Flat with Dr. McEachren's Brick Top, and the same fall piloting to victory Kumshaw at the Woodbine, Toronto, which he repeated with the same horse last year.

ALEXANDER W. MACKENZIE

THE late Alexander W. Mackenzie, although only a young man, was probably as well known as many older horsemen of Canada. Steadily increasing his stable, it had become one of the best known on this continent. Alex. Mackenzie was the second son of William Mackenzie, who is one of Canada's most prominent railroad men, being head of the Canadian Northern and many other railroad enterprises, also largely interested in the Street Railway Companies of several Canadian and American cities.

The Kirkfield Stable started in the racing game in a modest manner, and as the sport grew in favor they increased their stable from time to time, going into partnership with his older brother, Roderick Mackenzie, and reaching a strong position in the turf world. Mr. Mackenzie had always been a lover of athletic sports, and established a reputation during his college career as a first-class all-around athlete.

ALEXANDER W. MACKENZIE

At the time of his death, Mr. Mackenzie held the responsible position of Treasurer of the Canadian Northern Railroad, a concern which gives promise of becoming one of the largest railroads in America. On his leaving the University he went into business with his father and brother, and rapidly climbed the ladder of success.

Mr. Mackenzie's first start in the racing world was when the mare Lady Bevys was purchased at a modest sum. She was an entry in the race for the Queen's Plate, the feature event of the Canadian turf. This mare was not very successful as a race-horse, and was soon replaced by the horse Heather Bee, which carried the colors of the Kirkfield Stable to the front in more than one event.

This was the commencement of what promised to be, and was, a most successful, although lamentably short, career. After Heather Bee had won one or two races, a racing stable was in reality established, and more purchases were added. The stable was registered as the Kirkfield Stable, after a town in Canada, at which place both Mr. Alexander W. Mackenzie and his father were born. The next purchase was made

WIRE IN, BY WICKHAM—LADY LIGHTFOOT

from Mr. Harry Giddings, a well-known breeder in Canada, who has his stud at Oakville, Ontario. The horses Wire In and War Whoop were the two bought, and the largest price that was ever given for province-breds was paid for them. The sum was seven thousand dollars. Wire In was a three-year-old, and War Whoop a two-year. War Whoop was kept as an entry for the King's Plate, finishing second.

It was through Wire In that Mr. Mackenzie gained much of his success as an owner. This horse was most consistent in his work, and was not retired until the fall of 1906, and that was after the close of a hard campaign in the south during the early spring, where he hopelessly broke down. He established several track records during his racing career, and is now doing service in the stud. War Whoop, the other purchase, was hardly so consistently successful, although he was a full brother to Wire In, being sired by Wickham out of the mare Lady Lightfoot. The success gained from year to year by the stable only added to the fire of enthusiasm, and each season better horses were added to the string. Two expensive horses were purchased in England, Cicely and Mortlake. It was with the mare Cicely that one of the biggest coups ever pulled off by a Canadian owner was made. During the season of 1906 another lot of yearlings was secured, and Tourenne, a likely looking

two-year, for which the sum of ten thousand dollars was paid. Although Tourenne did not altogether fulfil expectations he proved himself a horse of much class, with a superior show of speed.

Mr. Mackenzie was born at Kirkfield in the year 1877, and afterwards came to live in Toronto with his parents. He was married to Miss Kirkland, the daughter of Angus Kirkland, the late manager of the Bank of Montreal. Mr. Mackenzie's home in Rosedale was regarded as one of the most beautiful in the city of Toronto.

He was a horseman of some ability, and his figure a well-known one at the spring and fall runs with the hounds.

Mr. Mackenzie was a prominent member of both the Toronto and Albany, two of the strongest and best known clubs in the Province of Ontario.

Mr. Mackenzie always took a great interest in military affairs, and held a commission in the Forty-Eighth Highlanders of Toronto. The imposing military funeral given him by his brother officers of the garrison and his regiment showed in what esteem he was held in military circles.

ALEXANDER WARDEN, TORONTO

SIR HUGH MONTAGU ALLAN

THERE are two distinct classes of racing men on this continent, with a line of cleavage, not always clear, but still definable enough to make the student of human nature and real lover of sport regret that so few men will realize that sport, even for sport's sake, can raise the ideals of a nation just as much as the study of the larger problems. On the one hand we have the owner of a string of four or five horses who makes his living at the racing game, alas, too often by means secret and devilish, which even the vigilance of the officials cannot always penetrate, and there are even men of good financial positions, who go in for racing just as they go in for other speculations. Now these men are no credit to the game, and cannot by any stretch of imagination be termed sportsmen.

Sir Hugh Montagu Allan

On the other hand we have gentlemen of social and financial position, who give their time, influence, and money to not only keep sport clean, but to raise it to the standard that is set in Europe.

In the latter category can be placed Sir Montagu Allan, the President of the Montreal Jockey Club—a man who was determined at the outset to make the Montreal Meet a credit to Canadian sport. How well he succeeded we all know, but not many realize the difficulties he had to overcome—the shoals of religious prejudice, and racial ignorance, he had to sail through without striking a rock; the machinations of clever and rapacious racing sharks he had to fight—all these Sir Montagu did, with the result that the Montreal Race Meeting is held, and rightly so, as an ideal place to see the finest sight in the world—a horse race.

No one can mistake the tall, soldierly bearing of Sir Montagu Allan, as he, each spring and fall, dispenses, with rare tact, that hospitality at the Montreal Meet which has not been the least to make it famous.

With a talent all his own, what one might term a mixture of Scotch shrewdness and old-world courtesy, Sir Montagu has before and since the Club's inauguration worked early and late to bring about the results I have already mentioned, and no more fitting and appropriate honor could be made than his election as President.

Although not a large owner of thoroughbreds, possibly on account of the difficulty of securing a good strain for breeding purposes, Sir Montagu has throughout his life been a keen lover of horses, having been for many years a member of the Montreal Fox Hunt Club—the year 1893 being a memorable one inasmuch as his fellow-members presented him with a portrait of himself, by Harris, R.C.A., on the occasion of his marriage. He held the coveted position of Master from 1893 to 1898. Sir Montagu takes a special pride in his hacks, and the automobile is not yet built that will take precedence of his beautiful harness horses. Would that Canada had a few more such spirited men who take a real pride in their horses, who are proud to take their friends round their stables, pointing out the beauty of this mare, the perfect bearing of that horse. Too many of our wealthy men are really ashamed of their stables, but are too mean to replace the sorry wrecks for horses that would be a pride to this Dominion. Sir Montagu's sporting energy is not confined to horses, but one cannot leave the noble animal without mentioning that this real sportsman is on the Executive Committee of the S.P.C.A.—a society that is doing yeoman service for man's best friend. Sir Montagu takes a great interest in the Amateur Skating Association and in racquets, being Vice-President of the Racquet Club.

This sketch of Sir Montagu Allan is more or less confined to his interest in sport, and horses in particular, yet no story would be complete without a few words of him as a business man.

Sir Hugh Montagu Allan (to give him his full title) is the second son of that doughty Scotchman, Sir Hugh Allan, the founder of the Allan Line; and was born in May, 1860, in Montreal. He was educated at Bishop's College School, Lennoxville, and under his father's will he entered the steamship firm of H. & A. Allan on attaining his majority, and is now one of the senior members of the Company. The firm in 1897 was turned into a limited company, with a capital of £650,000 (English Registration). In December, 1878, Sir Montagu assumed the name of Hugh Montagu instead of Hugh Andrew.

As his business experience grew, Sir Montagu went into other projects, and is now, to mention a few, director of the following companies: Arcadia Coal Co., Montreal Manufacturing Co., Montreal Rolling Mills, Canada Paper Co., Canada Rubber Co., Northwest Cattle Co., and Merchants Bank—the latter of which he is now President. He is also a member of the Montreal Board of Trade—Treasurer 1891-92. In religion he is a Presbyterian. In 1893 Sir Montagu led to the altar Marguerite Ethel, the daughter of Hector Mackenzie, the marriage being blessed with three children.

Raven's Craig, the residence of Sir Montagu Allan, has been the rendezvous of many hospitable gatherings, some of which will go down in the annals of Canada's hospitality—none more so than the visit of H.I.H. Prince Fushimi, who, on leaving, presented his host with the Second Order of the Sun—an honor which was the more to be valued, as it is rarely conferred upon foreigners.

So far, Sir Montagu has taken no active interest in politics—his politics being, as some one said of his father, the politics of the steamship and railroad.

T. P. Phelan's Bassetlaw, the Greatest Sire Ever Owned in Canada

T. P. PHELAN

ONE of the old brigade of hunting men in Toronto is Mr. T. P. Phelan, who still heartily enjoys the great sport as much, if not more, than ever, although he has consistently followed the hounds since the early 80's, and has always been distinguished on a breedy looking horse, for in his choice of any kind of an equine he is fast in his fondness of a thoroughbred. Mr. Phelan has been a useful and enthusiastic member of the Toronto Country and Hunt Club for a quarter of a century, and during his career has owned and raced such estimable performers as Hercules, Higbie, Woolgatherer, Cyclone and Driftwood. Hercules was the champion steeplechaser of his year, and found much favor with Mr. Phelan, who, however, strongly maintains that his star actor, Driftwood, was ever his favorite mount, and his eulogies of the now departed pet are endorsed by Mr. Phelan's associates, who can call to mind the many good qualities of the great horse which won three cross-country events at Saratoga before being recognized as a hunter. Mr. Phelan won many a cross-country hunt on this fine horse, which cheerfully carried him to victory with a manifest share in the enjoyment.

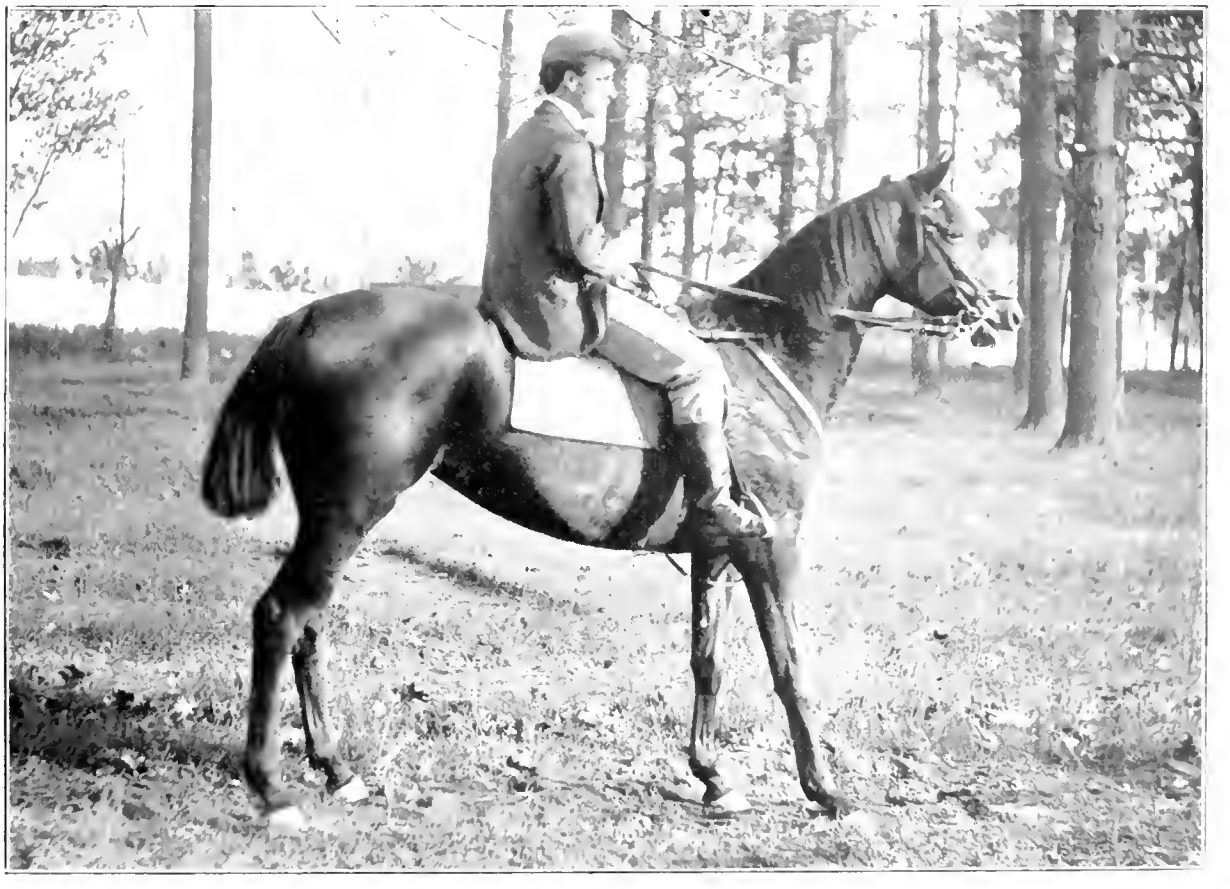
Mr. Phelan, in partnership with Mr. Jas. Carruthers, owned the Queen City Stables, with headquarters at the Woodbine, Toronto, and raced such good ones as Ben Crockett, Widow's Mite, Knobhampton, Al Powell, Weathervane and others, and it was with the greatest surprise and regret that in the fall of 1908, it was announced that Mr. Phelan would sell the lately acquired Giddings Farm and dispose of his stable. While everyone admired the sentiment which led Mr. Phelan to take this step, one and all hope that at some future time he will return to the turf, for at the time of writing it can ill afford to lose such a devoted follower and ardent sportsman.

J. P. Phelan

In connection with the favorite hunter Driftwood, the writer called to mind the particular race at Toronto, years ago, in which Mr. Phelan occupied a most unique position, inasmuch as he owned the horse, trained and rode it himself, and also sent into the betting ring so much money on his horse, that the bookies deemed it wise to turn their slates. This, Mr. Phelan said, was his idea of doing a thing thoroughly. His care, horsemanship and confidence were not without their reward, for the race was won after a desperate finish with Chandos and Pawnbroker, ridden respectively by Allie Loudon and Dr. Campbell. Although this event happened somewhere around about 1888, it is still fresh in the memory of those whose pleasure it was to witness it. Many pleasant reminiscences such as this are related by Mr. Phelan, but he likes this one best, and cherishes it among his many happy recollections.

Mr. Phelan has been a resident of Toronto for the past thirty-five years as manager of the railroad news business, in which capacity he has become known throughout the Dominion. His happy temperament makes his acquaintance sought and remembered. He is to-day president of the Canadian Railway News Company, doing business from the Atlantic to the Pacific Coast. He is the pioneer of the business, which is that of General Railway News Agents and Publishers, and proprietors of the Railway and Steamboat Restaurants. He conducts this large concern from his office in the Toronto Union Station. His residence is on Wellington Place, Toronto. One

of his favorite recreations is knocking down the ten pins, and among the valued trophies he possesses as proof of his prowess, is a gold medal which he won in the Toronto Bowling Club tournament early in 1907. The contest was for all comers over 50 years of age, and Mr. Phelan's splendid score of 594 points more than entitled him to his victory. His son Fred is widely known as a skilful amateur sailor, who has competed successfully in international contests. His second son, Harry W. Phelan, holds the important office of accountant of the Canadian Railway News Company. He is a member of the Toronto Hunt Club, and has demonstrated his ability to follow his father's footsteps as a clever horseman, having ridden the horse Harold Lewis to victory at the Woodbine races, Toronto, in the fall of 1905. He is an all-round athlete, and is particularly fond of baseball, being considered the best amateur pitcher in Toronto, if not in the Dominion.



HARRY W. PHELAN

LADY FASHION AND LADY FAVORITE—MR. LEARMONT UP

HALTON HAMILTON LEARMONT

THERE is, perhaps, no better known figure at the horse shows throughout the United States and Canada than Mr. Halton Hamilton Learmont, who has won many ribbons and cups with his horses. Mr. Learmont was born in Montreal, and received his early education at the Bishop's School in Lennox, afterwards becoming a student at McGill, where he graduated in 1898. He is the son of Caverhill Learmont, one of Montreal's most prominent merchants and business men.

As a mere boy Mr. Learmont began to manifest an interest in horses, and has continued to display such judgment and enthusiasm that he is regarded as a continental authority, both as a judge and a driver. He has done very little riding during his career, but, as a whip, he is surpassed by few, and in handling a four-in-hand, he has but one or two equals.

Probably the best cross-country horse that was ever owned in his stables was Bob McGregor, who is still the favorite of the string, and who has won many events through the field at the Hunt Club races.

Little Boy Blue — Huskey — Sire Jubilee Chief

He is well bred, having just enough of the trotting stock in him to temper the nervousness of the thoroughbred, while at the same time he has plenty of speed. He won the Dalton McCarthy cup at the Toronto Hunt Club Gymkhana, with Mr. K. R. Marshall as rider, and was also a winner at Montreal and other places.

At one time Mr. Learmont was known to have as many as thirty high steppers in his stable at Montreal. With this string, he won over five hundred ribbons and forty badges, a record hard to surpass on this continent, Bob McGregor being the greatest winner, with nine firsts and two seconds to his credit.

Nothing gives Mr. Learmont more pleasure than to take a green horse and fit it for the ring. He has an excellent method of training, and when a horse leaves his stables, it is ready for the work expected of it. Many of his horses have been sold to American owners at large prices, and they have always maintained splendid records.

Mr. Learmont has won prizes at the famous Boston horse show, and at Madison Square Garden, New York, as well as at Sherbrooke, Quebec, and Montreal. A great deal of the credit for the annual horse show at Montreal is due to Mr. Learmont, who has maintained his stable at great expense.

Mr. Learmont is prominent in business circles in Montreal, is a member of the Montreal Jockey Club, the St. James Club, and the Montreal Athletic Association.

LOTHAR REINHARDT

ALTHOUGH not a Canadian by birth, Lothar Reinhardt has spent the greater part of his life on Canadian soil, and is looked on as a Canadian by all who know him. He is the oldest son of Lothar Reinhardt, of Toronto, who is one of that city's most prominent business men.

Lothar Reinhardt junior received his education at Toronto, being one of the many old Upper Canada College students who have so rapidly climbed the ladder of success in the business world. Mr. Reinhardt's first business experience was when he started out in the Reinhardt Brewing Company with his father. After several years he left the Toronto office to go into business for himself in Montreal, where he found a large field. He was so successful in this venture that a company was formed in the east to purchase his business, which was carried on under the name of the Salvador Brewing Company. The new company took over the business, carrying it on under the name of the Imperial Brewing Company, retaining Mr. Reinhardt as the Manager, which position he holds at the present time.

LOTHAR REINHARDT

From early childhood he showed a love for the horse, and has been connected with them almost continuously ever since. His first purchase was the horse Romancer, who was bought at a sale of the Seagram stable as a two-year-old. This horse was schooled and developed into a first-class steeplechaser, winning many events at the Hunt Club meetings with his owner in the saddle. Romancer was soon followed by others, who also won under the Reinhardt colors. The next horse in line was Emigrant. This horse won the Beardmore cup given by the Toronto Hunt Club, adding to the victories of Romancer, who won the novice in the year 1897.

These horses were owned while Mr. Reinhardt made his home in Toronto, Romancer being burned to death shortly after the removal to Montreal. The next purchase was the horse Cursus, who carried his owner's colors in many a hard race, but met with a mishap and had to be destroyed. Goldfind was the next, and

although nothing much was done with this one as a two-year-old, he did better as a three.

Besides his liking for the racing game, Mr. Reinhardt has paid a good deal of attention to the show ring, and has carried off honors with some of his entries. He has always been ready to further the interests of the horse, and has donated more than one cup for competition; done purely for the encouragement of the equine more than for any benefit to be gained by it. Mr. Reinhardt is married to a daughter of Robert Davies, of Toronto. They have one child, a son, who takes a great interest in the horses, winning his first prize in the show ring 1907, at the age of four, with a pony purchased for him by his father.

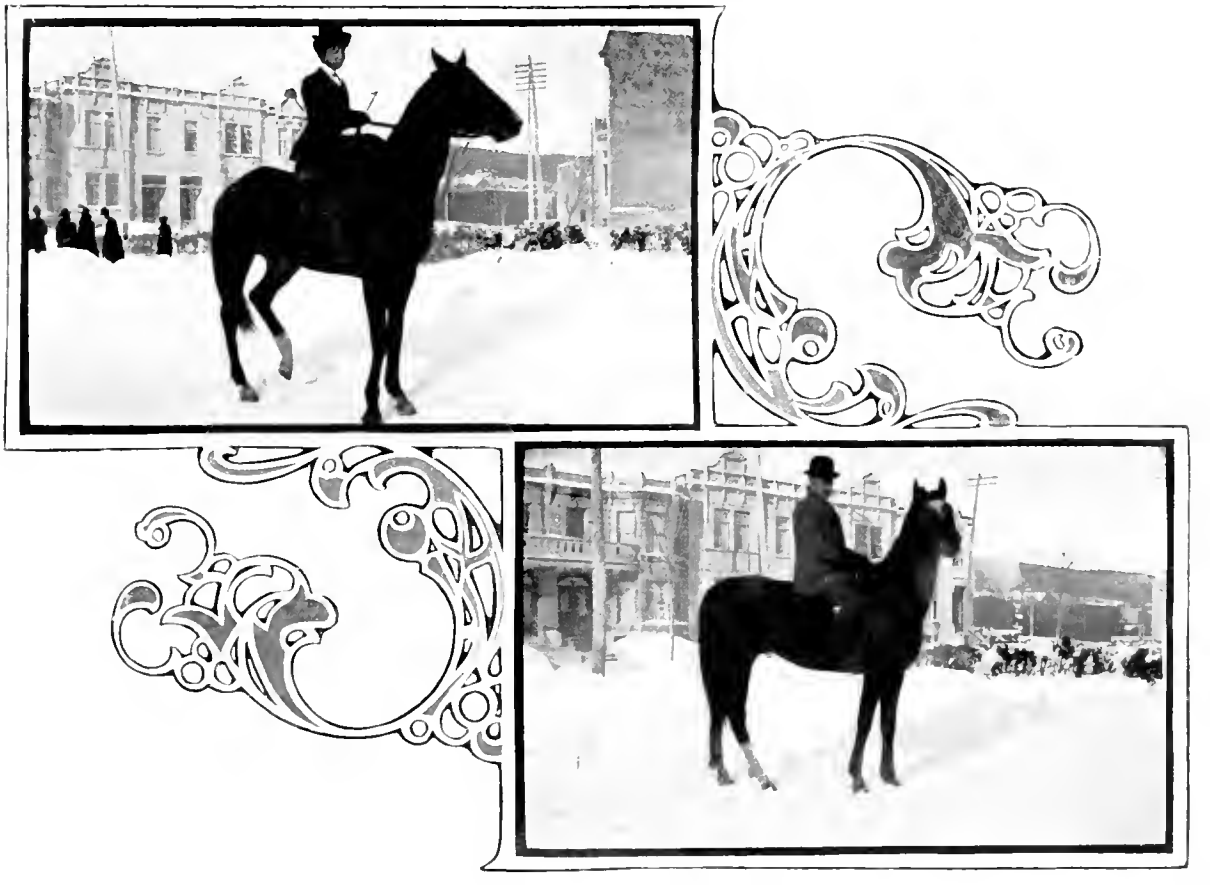
Other outdoor sports have not been neglected by Mr. Reinhardt, for he is a great hockey enthusiast, also showing a keen interest in lacrosse, the national game of Canada. He is a member of the St. James Club of Montreal, the Montreal Jockey Club, as well as several other social organizations, and is a general favorite among his clubfellows.

ANDREW SHEARER

ONE of Montreal's most enthusiastic horsemen is Mr. Andrew Shearer, who was born in the metropolis of Canada, and has always known Montreal for his home city. Mr. Shearer was educated at McGill University, and decided after graduation to enter upon his father's business. Afterwards he went into the lumber trade on his own responsibility, becoming a member of the firm of Shearer, Mills and Brown. This is one of the best known firms in that business in the Province of Quebec. Montreal is the most solid city in the Dominion in architectural appearance, and many of its business institutions partake of that substantial characteristic. The Shearers, father and son, have been of that type, and have consequently been citizens of value to the community.

It has been frequently said of the business men of this continent that they devote themselves too strenuously to the life of the desk or the office; thereby missing the relaxation of sport and the good-comradeship which participation in athletics or outdoor pastimes always brings, and becoming subject to dyspepsia and kindred evils. Canadian business men have, so far, been less addicted to this unhealthy absorption in the money market than have their United States cousins. Mr. Shearer is among those wise financiers who make a practice of keeping themselves "fit" by golf, polo or riding. He has devoted both time and attention to his favorite pastimes of riding and driving, and spends many hours in the saddle, accompanied by his wife, who is regarded in Montreal as one of the best horsewomen in the city. Mr. Shearer's first association with the horse was in the year 1899, when he purchased the mare My Lizzie, and won many races with her. The first triumph for this bonnie winner was in the race for the Turf Club Cup at Quebec City, where she came out ahead of a good field. This mare was followed in ownership by the mare Lizzie, a half-bred, which has been a useful acquisition to her owner. She has many cups to her credit, won in Hunt Club events. The next horse of importance was Stalker, which has added to the brilliant row of cups in Mr. Shearer's handsome Grosvenor Avenue home. This horse won several races at the Hunt Club meets in Montreal and Quebec.

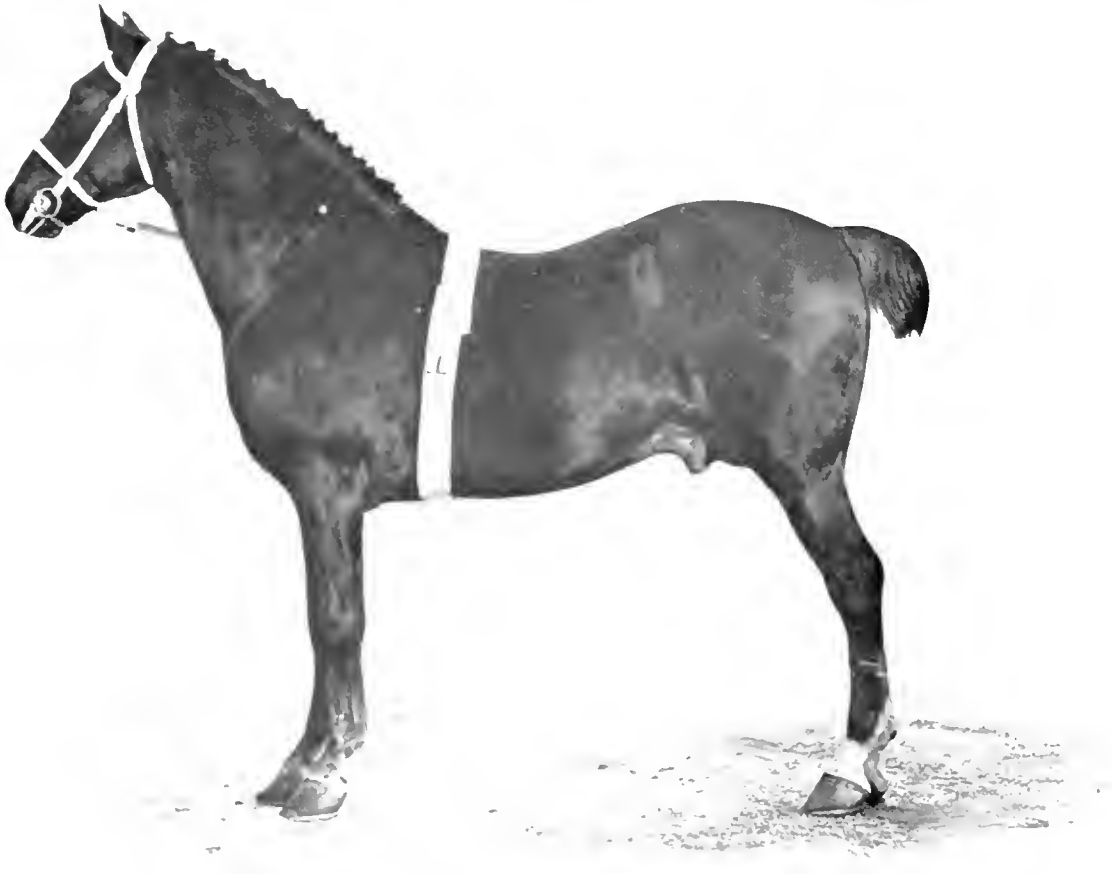
Mr. Shearer is well known in athletic circles, and is the inventor and manufacturer of the wide-bladed hockey stick, which is now in such popular use. He was captain of the Victoria Hockey Team which held the championship for many years, and was the first to defend the famous Stanley Cup against the teams from Winnipeg. He was also a prominent figure in college athletics, having played on the hockey and football teams. He was among the first to lend support in establishing the Blue Bonnets race-track, and has also encouraged the organization of a Jockey Club in Ottawa. In fact, this has been his pet scheme for some time. Mr. Shearer is connected with several of the social clubs in Montreal, and is a prominent member of the Montreal Athletic Association.



MR. AND MRS. ANDREW SHEARER, MONTREAL

GRAHAM BROTHERS, OF CLAREMONT

THE firm of Graham Brothers, owners of one of the largest and one of the most prominent stock farms of this continent, originated in the old firm of Richard Graham, which was established some thirty-five or forty years ago at Claremont. The present members of the firm are William and Thomas, the youngest and second sons of the late Richard Graham, who, for many years before the younger men became prominent, was well known as a breeder and exhibitor



COLORETA — PROPERTY OF GRAHAM BROTHERS

of horses. Robert Graham, the eldest son of this pioneer horseman, was the first to go into partnership with his father. At the time of the latter's decease, the younger members were taken in turn into the Graham firm, which continued to prosper. In the year 1905, Mr. Robert Graham withdrew, leaving the present owners sole proprietors.

This Claremont firm is the oldest in Canada, and has won a great array of championships in the course of its existence. For thirty-five years they have been most successful, not only in the breeding of horses, but in exhibiting also. When the firm

was first formed, there were few competitors; and though, with the passing of the years, keener interest has been taken in such matters, the place of the Graham Brothers, of Claremont, has remained unquestioned. They have been chiefly responsible for the first-class breed of heavy horses in this country and it has been stated that it was really through their purchase of the hackney pony Joe Rock that the class of ponies in Canada was materially improved.

The Grahams have been especially fortunate in winning almost every championship that has been offered at the Toronto Industrial Exhibition, now known as Canada's National Fair. Graham Brothers were the first to exhibit on a large scale in the early days, giving particular attention to Clydesdales, but in later years the demand for the Hackney induced them to enter this department of equine development and they have handled some of the finest shown in the country. With such horses as they have shown, the breed in Canada was bound to improve, and other exhibitors had to import horses to compete against the Grahams. Take, for instance, the horses Whitewall, Fashion, Royal Standard and Dalton King. This was a trio, invincible for a long time, and each of them brought a high price when finally sold. Colorita, another famous hackney, won not only on the line, but in another class in harness. This triumph was won at the Toronto Exhibition of 1908, and Colorita also secured a championship at the spring horse show in that city. Crake Mikado was another wonderful hackney, winning at nearly all of the larger shows and having to his credit the ribbon for Grand Championship at the show held at Chicago, after victories at New York and Toronto.

The Graham Brothers won many championships with Sir Marcus after purchasing him. The year previous to his purchase they beat him with the stallion Lansdowne—probably the best Clyde they ever owned. Baron Sterling and Refiner were two others that added many ribbons to the long list. Back in the early days the two full brothers, Mothail and Prince Arthur, carried off a series of honors, winning for the firm its early prominence.

The Graham Brothers import new blood each year to add to the strain on their farm, which is of the purest. They also do a large importing business for other breeders and proprietors, and some of their sales have been considered of international importance. Mr. Thomas Graham, who is the younger of the two now left in the firm, is generally the one chosen to make the trip across the Atlantic, and this enterprising gentleman has gone as often as three times in a year, bringing back with him, on each occasion, horses that are hard to equal. He is an excellent judge of equine quality and is considered unsurpassed when the task is to display the good points of a horse to highest advantage. "Tom" Graham, as he is familiarly known, prefers to show nearly all the horses himself, and the exhibition justifies his personal attention. He is a first-class reinsman and knows something about work in the saddle, although little time is devoted to that class of horse. His first trip across the Atlantic was in 1900, when he brought back with him a first-class lot, which were disposed of throughout the Dominion. It was he who bought the pony Joe Rock, which was afterwards

sold to Judge Moore for the pleasing price of fifteen hundred dollars. Mr. Tom Graham has won more ribbons than most horsemen dream of, and is known wherever lovers of the horse are to be found.

Mr. William Graham was born in the town of Markham, where he received his early education and made his home for many years. He was the second to follow in the footsteps of his father by going into this business. He is just as well known as his brothers in the horse world, having held numerous and responsible offices in the different associations. Mr. William Graham, however, is more devoted to the business side of the firm's interests, leaving to his brother Tom the department of equine display. The two brothers, by devotion to their Claremont farm and keeping the stock replenished by the best blood, have won for themselves an enviable position among all who are interested in the well-being and development of the animal which all good sportsmen have placed first.

Captain Charles A. Campbell, Toronto

CAPTAIN CHARLES A. CAMPBELL

THERE is probably no better known man in the Province of Ontario than Captain Charles A. Campbell, one of Canada's most prominent hotel men, and who was born and has spent the greater part of his life in Toronto.

Beginning his education at Ryerson Public School, he finished at Trinity College School, Port Hope. On leaving college Captain Campbell joined his father in business, afterwards entering other commercial enterprises. After two years in the commercial world, Captain Campbell purchased the Grand Union Hotel, of which he is now the proprietor, and which venture has met with marked success.

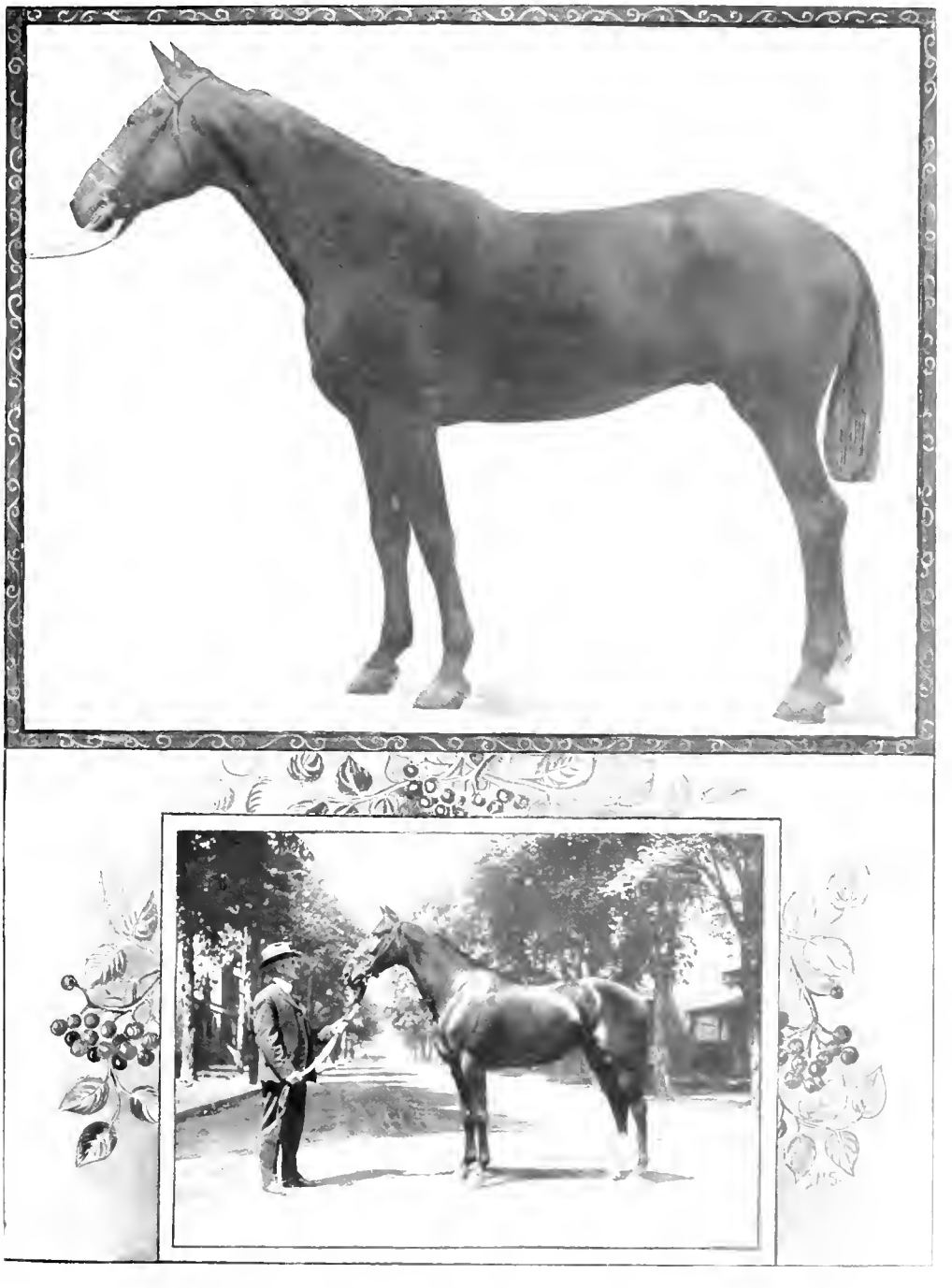
Captain Campbell has always taken a great interest in outdoor sports—as a young man a good lacrosse player, and devoting much time to the game, he also gave much attention to rowing and boxing. He pulled stroke for a crew in the Toronto Rowing Club, and stroked it to victory on more than one occasion. Carrying out the traditions of his father, who was a great admirer of the horse, and always kept a small,

but good stable of drivers, Captain Campbell took great delight in a good horse, and after giving up the strenuous exercise of rowing he took to riding, and became a regular attendant at the runs with the hounds, being accompanied on almost every occasion by his sister, who is an excellent horsewoman.

When the 48th Highlanders were first organized Mr. Campbell entered the regiment as a subaltern, receiving promotion in due course. He is at present Senior Captain of the regiment, and taking a keen interest in matters military, he is looked upon as a first-class officer, and is a general favorite with his brother officers, as well as his men.

Captain Campbell makes his home with his parents at their beautiful residence in Rosedale, and continues to manifest keen delight in all things appertaining to the horse world.

MISS CAMPBELL, TORONTO



HERCULES AND BLACK FRIAR. PROPERTY OF ÆMILIUS JARVIS, TORONTO

ARTHUR REINHARDT

AMONG Toronto's younger generation, there are several horsemen who bid fair to uphold the best sporting traditions of the City of the Woodbine. Mr. Arthur Reinhardt belongs to this ambitious group, and is one of its most promising members. He is a Torontonian, indeed, having been born in that city, and educated at Upper Canada College, an institution which has always stood high in the records of clean sport, and whose "old boys" are seldom satisfied with anything less than first place.

ARTHUR REINHARDT

On his entering business life, he was associated with his father, Mr. Lothar Reinhardt, and is now manager of the Reinhardt Brewing Company. Mr. Reinhardt has already shown a marked interest in the equine affairs of the city, and has devoted serious attention to the best of all sports. He has owned several horses which have made enviable records, and justified the judgment and taste of their purchaser. His first purchase was the horse Mario, to whose training he devoted so much personal attention that the object of his care developed into a first-class lepper, who won many races. This horse was purchased at that famous racing point, Fort Erie, and won his first race with Mr. Arthur Reinhardt in the saddle.

The successful owner then went into partnership with his brother, Mr. Lothar Reinhardt, junior, and these two horsemen have become joint owners of many a winner, both in exhibition and on the track. Mr. Arthur Reinhardt bought the mare Anticosti from the Hendrie stable in Hamilton, and won the sweepstakes with her at the Industrial Exhibition, Toronto. This was his first big victory in the show ring, but he has repeated such an experience on more than one occasion. He was part owner of the horse Emigrant, which won the Beardmore Cup, the rider on the happy occasion being Mr. Lothar Reinhardt. This is a triumph which is ardently competed for by all members of the Toronto Hunt, and few have equalled the Reinhardt Brothers' record, and won it twice. Mr. Reinhardt is a fearless and skilful rider, and is one of the regular attendants at the runs with the hounds. He is also an adept reinsman and whip.

CANADIAN HUNT CLUB

NOT many years ago there was but one regularly organized hunt upon the continent, and to-day there are at least a hundred in operation in various parts of Canada and the United States. During the past year hunting has become quite a fad on this side of the Atlantic. Where previously the trotter was the favorite among the horsemen, he has now given place to the hunter and the thoroughbred, and as a result of this change of opinion as to the usage of high-class horses, not only hunt clubs, but horse shows, have sprung up all over the continent of America.

The Canadian Hunt Club was organized in the year 1897 with a membership of twenty-five, the first officers being Dr. A. R. L. Marsolais, President; Mr. L. H. Painchand, Vice-President; P. A. Beaudoin, Treasurer; and J. B. Lamarche, Secretary. The kennels were located at Longueuil. During this year the work done was more of the character of organizing and getting together a full complement of hounds, to hunt on regular days, and to become familiar with the possibilities of the country over which they were to hunt. Many of the members took a deep interest in the initial work of the Club and their efforts were rewarded far beyond their expectations.

Foxes were found in abundance, and contrary to custom the farmers in the vicinity of Longueuil welcomed rather than opposed their coming, as was the case in St. Hubert, St. Bruno, and St. Lambert. The year of 1899 was most favorable, the membership having increased to one hundred, while large and valuable additions were made to the pack. This year the hunting season opened in September, and continued until early in December. The sport created a new enthusiasm, while the country hunted over was the best to be found in the Province of Quebec. During this year Mr. Geo. A. Simard was the master.

Since that time a club-house has been built, situated at St. Lambert; almost immediately in front of the club-house is located a beautiful bay, where excellent fishing, boating and bathing are obtainable, which adds materially to the attractions of the Club. The members have also training grounds where the young horses can be schooled and huntsmen in embryo are given their first lessons in horsemanship, a feature which would, of itself, make the Club desirable and which, added to its numerous other attractions, unites to form one of the best Clubs for horsemen in Canada.

THOROUGHBRED CLYDESDALE — OWNED BY SMITH & RICHARDSON

NATHANIEL D. RAY

HORSEMEN all over the continent have watched with great interest the wonderful career of the great jockey, Nathaniel D. Ray. Canadians are particularly proud of his prowess on the turf, for they are entitled to claim him as a fellow-countryman. His mounts are always popular with the public, who have great confidence in the clever rider. Mr. Ray is at present resident in Toronto, his home being at 1423 Queen St. East, not far from the famous Woodbine race-track. He has always been in close touch with horses; in fact, he was only four years old when he was riding at the fall fairs in Ontario. His mount then was the beautiful pony Queen May, the property of Honorable Robert Beith, Bowmanville. This, Mr. Ray says, was his first association with the horse as far as he can remember, and it is a very pleasant recollection. He was educated at the Model School, Whitby, and is widely known throughout Ontario County, where he was always very popular. He was married in Windsor, Ontario, in 1901. The first prize-winner he ever rode was Mr. Abe Orpen's Bob Neeley at Cincinnati, and he has since guided scores of good horses to well-earned victory. Most of his races have been won on Good and Plenty, and

Hylas. The former holds the premier place in the smart jockey's regard. Mr. Ray is proud of the fact that he was never beaten on Good and Plenty, an animal which he classed as the greatest jumper the American turf had ever seen.

During the year 1906, Mr. Ray developed a liking for the light harness horse, a taste probably inherited from his father. He purchased several good ones, the first being the horse Prince Greenlander, which did well under the care of Mr. Ray and his father. John McKeown was the next to be acquired for the stable, and won many stakes for his fortunate owner, racing for the first time over the ice at the famous meeting at Ottawa, 1907. In spite of his extraordinary speed, he had to be retired for the season, owing to a bad quarter cut. In 1909, he was again paced on the ice, and made a good showing. The next purchase was the horse Guy, which was bought during the ice meeting at Toronto and was campaigned by "Nat" Ray with decided success.

Mr. Ray was not only known as a steeplechase rider, but earned a reputation as an excellent driver, handling his own horses in the majority of the races won by them. In 1908, he made a departure and became an owner, after having refused to sign contracts to ride for anyone else. He purchased the leppers Spencer Reiff and Dr. Aikens. With these two horses, particularly the former, he did well on the Canadian Circuit that year. He bought the good colt Braggadocia, with which he won several stake races, and was seldom out of the money in 1908.

Mr. Ray is a member of the Sheepshead Bay Gun Club and the Sheepshead Social Club. He is a cheerful fellow, with a jolly, open countenance that begets confidence. It is, as the New York *Telegraph* recently said: "A good honest type of face that ever looks squarely into your own, and a bulldog underjaw that probably accounts for his wins." He is modest to a degree, and does not care to say much himself regarding his great performances. His career has certainly been a remarkable one. For four years he headed the list of winning steeplechase jockeys on the American turf, making a new record each year. He has won the Grand National four times, the Whitney Memorial three times, and the Champion Steeplechase three times. In 1905 he won $50,000 in purses for his owners. In 1906 he won $64,000 in purses with six horses. Truly a most creditable showing.

Hartland B. MacDougall.
Well Known Hockey and Polo Player

THE MONTREAL HORSE SHOW

A SUGGESTION of Mr. Geo. Pepper, of Toronto, that horse shows might be held in Montreal, was taken up by the Montreal Hunt Club and, fathered by the Hunt Club, the first Montreal Horse Show was held in the spring of 1900.

Sir H. Montagu Allan and H. B. MacDougall were more than instrumental in making the first show a success, and while the classes were not so large as anticipated, they have grown in quality and size during the succeeding years, until now the Montreal Horse Show Association is regarded as one of the strongest in the Dominion of Canada, and has connected with it some of Montreal's most prominent men.

The first show was held in the Arena Rink, with the following gentlemen as judges: Doctor Andrew Smith, of Toronto; George B. Harline, of New York; William Hendrie, of Hamilton, and W. Staunton Elliott and S. W. Taylor.

It was found that the necessity of stabling the horses outside the rink was most inconvenient for owners and breeders, so that it was decided by the directors of the show to arrange for stabling accommodation at the Arena.

A stable, housing a great many horses, was built on the second storey, and later, an addition was erected which gave an excellent hitching room and stable for at least two hundred more horses.

The Association is liberally supported by the members of the various hunt clubs in Montreal, and no finer class of horses can be found at any other exhibition on the continent.

Mr. C. J. Alloway, a well-known Montreal man, is a prominent figure at these shows, and is considered one of the best judges in the show ring of the present age. His advice has always been most valuable to the Association, and it is largely owing to his instrumentality that the Montreal Horse Show has maintained its high standard so successfully.

THE RIGHT HON. THE EARL OF DUNDONALD, C.V.O., C.B.

DENNIS HIGGINS

THERE is probably no more enthusiastic horseman in Canada than Mr. Dennis Higgins, a Canadian by birth, who boasts of the fact that he was born in the little eastern town of Prescott, where he lived with his father during the early years of his life, and where he afterwards entered into business.

From childhood Mr. Higgins showed a liking for the horse, and particularly the thoroughbred, and when still only a youth he got together one of the best stables owned in Canada at that time.

DENNIS HIGGINS

His first purchase was a horse called Lockwood, which marked the beginning of a most successful racing career, and with which he had the distinction of winning the first race ever run over the old track in the east end of Toronto, owned by E. King Dodds.

Next came the mare Shamrock, which earned brackets for Mr. Higgins on more than one occasion, and which was the winner of the first race ever run at the old Bel Air track in Montreal, then the property of the late J. P. Dawes, and afterwards sold to J. E. Seagram.

From this time Mr. Higgins devoted a great deal of time to breeding and racing horses, not for the financial benefit, but for the pleasure he derived from the sport.

He is the only Canadian ever successful enough to breed, train and start a horse in the Great Futurity, which has been the greatest event for two-year-olds run on the American continent.

Mr. Higgins was the owner and breeder of the colt Collector Jesup, who, by the way, is yet in the racing field. This horse was one of the best two-year-olds in his year, and finished well up in the Futurity, although he was left at the post on the start.

As a three-year-old he beat some of the best horses in that class, winning many stakes for his owner.

Collector Jesup is a full brother to Cardigan, who was at one time a starter in the Queen's Plate race at the Woodbine. They were by Beldemonia, out of the mare

Crimea. Both the sire and the dam of this pair were owned and raced by Mr. Higgins, and won many stakes for h'm. He refused $12,000 for Collector Jesup as a two-year-old.

Mr. Higgins is most retiring in his manner, although nothing gives him more pleasure than to sit down with his friends and talk over the horses he has owned and raced. At one period of his racing career he went into partnership with James McLaughlin, the once famous jockey. This alliance lasted but a short time, when it was dissolved, and Mr. Higgins again went into the racing world for himself. The horse My Fellow was another that carried the orange and blue of the Higgins stable to the front many times, having almost unbroken success during a whole season, and winning nine straight races.

Beldemonia was kept standing in the stud by Mr. Higgins for many years, and sired several well-known race-horses. He was then sold at public auction for three thousand dollars, which was, at that time, the greatest price ever paid in Canada for a thoroughbred.

Mr. Higgins has retired from the racing world, although he still takes a keen interest in the sport, and is ever ready to do all in his power for its benefit. He is always ready to help anyone to break into the racing ground, and this kindly quality has endeared him to many friends.

At present Mr. Higgins is the owner of the hotel at Prescott, his native town. There a first-class driver may be always found in his stable. He has devoted much of his time to the show ring, and has won many ribbons and prizes with his horses. While he has never been connected publicly with any of the jockey clubs, he has been a regular attendant at the numerous meets held in Canada and the United States. For many years he was a prominent figure at the old Guttenberg track, where he achieved many successes, and was also well known at the old Bel Air track at Montreal, as well as at the Woodbine, Toronto.

FRANK J. MURRAY, MONTREAL, DRIVING LITTLE TOMMY

HARRY I. STONE

ONE of the Canadian horsemen who has won distinction on the other side is Harry I. Stone, of Sheepshead Bay, New York. Born in Toronto, he received his early education at the Model School and the Jarvis Street Collegiate Institute. The pursuit of education, however, did not interfere with his interest in the horse, and from his earliest childhood, Mr. Stone manifested his predilection for the equine, a taste which was fostered by his father and mother, who were both good riders, he being the first son of W. H. Stone of Toronto.

HARRY I. STONE

Mr. Stone won his first triumph on a pony in heat races at the Toronto Exhibition, while his first success on a regular track was at the Woodbine Course in 1897, in a hunt race for gentlemen riders, his mount being Clark. At that time Mr. Stone was a member of the old Toronto Hunt Club, under Dr. Smith.

From 1897 to 1903, the subject of our sketch was not connected with horses, but was engaged in business in Buffalo and New York.

Once a horseman always a horseman, however, and his old love claimed him again in 1904, when he took up racing on the big tracks in New York, as a gentleman rider. This was one of his most successful seasons in the saddle. He won all of the stakes on the American track for gentleman rider up, the first being won with the horse Conover from a good field. In the spring of 1906 he turned professional, making a success of it, finishing well up on the list of leading riders. 1906 was a banner year, and Mr. Stone was second on the list of steeplechase riders, doing the saddle work for many of the big stables. During the next season his success was continued, he heading the list, having more mounts to his credit than any other steeplechase rider on this continent.

Mr. Stone was married in New York in 1906.

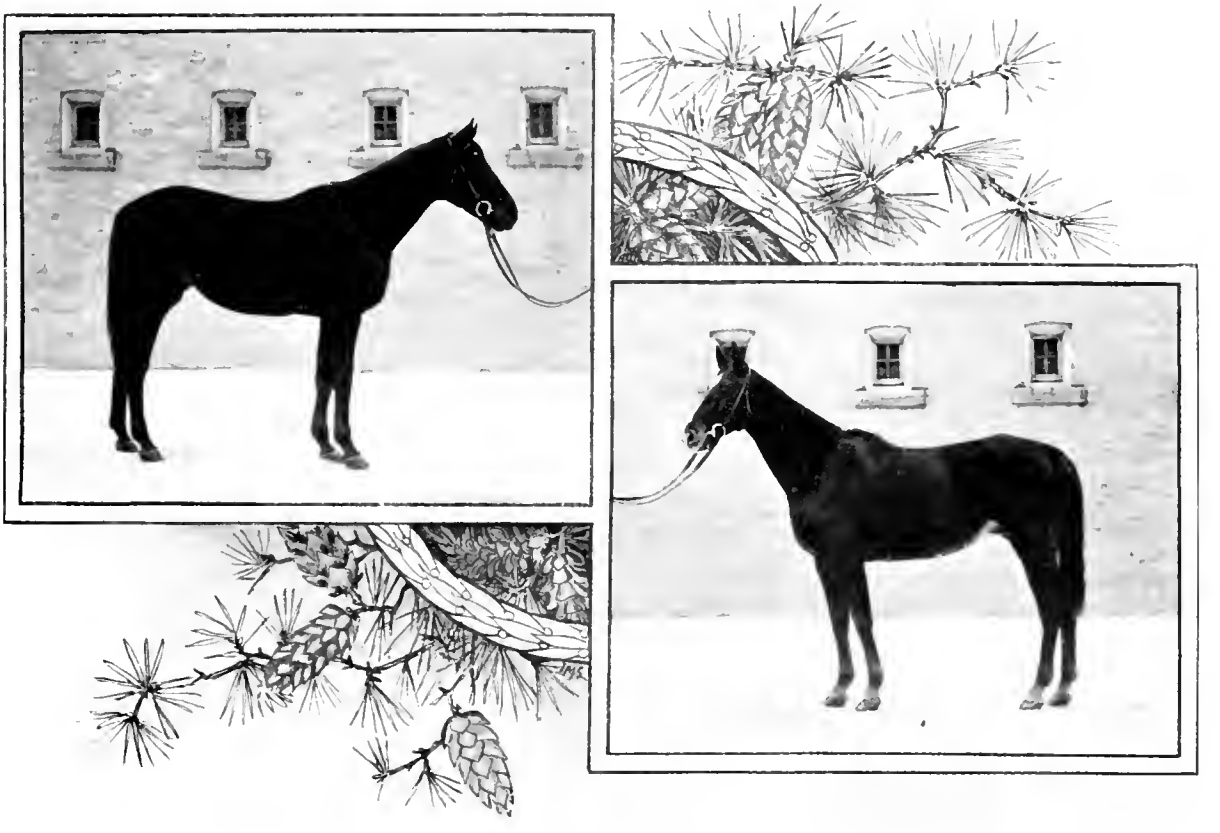
WILLIAM G. WILSON

WILLIAM G. WILSON is another of Toronto's horsemen who has been watched with a great deal of interest on both the Canadian and American race-tracks. He was born at Pickering in the year 1875, being the oldest son of Geo. M. Wilson, who was a well-known horseman. When only a boy Mr. Wilson went to Winnipeg with his parents, making his home there. He afterwards came to Toronto with his father. Mr. Wilson first showed a liking for riding when only a youngster, and rode many of his father's horses. After coming to Toronto he became associated with Doctor Morehouse and Geo. Pepper, developing his art as a rider under the guidance of the one-time famous rider Tim Blong. He rode many of the horses owned by Messrs. Morehouse & Pepper at the numerous American horse shows, winning his laurels as a rider of high jumpers at Chicago and New York, where he rode the mare Maud. He remained with Mr. Pepper for some time and then took a position with the Hon. Adam Beck, of London, looking after his horse interests. From the experience gained with Mr. Beck he went into business for himself as an owner, and has met with great success. He handled many prize-winners in the show ring, and soon became interested in the thoroughbreds.

He was always more partial to the jumpers than any other class of horses, and through this developed into a first-class steeplechase jockey. Nothing gave him more pleasure than to break green jumpers and qualify hunters. No jump was too stiff for him to try, having plenty of nerve and courage. When Mr. Wilson embarked as an owner of thoroughbreds, his first purchase was the horse St. Jolly. He met with limited success the first season, and then added Zerkies and Butter Ladle to the string the following spring. The next purchase was the horse Red Car, bred by the late Joseph Duggan. For two or three years he kept up his stable, and on being made a handsome offer for it sold out to the Brocrofts of New York. He remained with the stable as manager and rider, adding many good ones to it. In the year 1907 he repurchased from his employer, Expansionist and Delcanta.

During his racing career Mr. Wilson has won many stakes, and bids fair to become a prominent owner. He has a knack of handling horses that comes as a gift, and in many cases he has made a successful horse out of what was looked on as one of no account. Mr. Wilson's career will be watched with interest by Canadians in the years to come, for he is of a happy and genial disposition, and has made many friends.

Mr. Wilson makes his home at Sheepshead Bay during the winter months, where his stables are situated, and where the horses are trained in the early spring. He was married to a Canadian girl early in life, and has two children, who are being brought up to look after the interests of the horse just as their father was.



PAGAN BEY — EXPANSIONIST

PROPERTY OF WILLIAM G. WILSON

CHARLES SNOW

NOT only through his ownership of harness horses, but through the owning of runners, is Mr. Charles Snow known to the horsemen of Canada. Born and educated at Whitby, Mr. Snow came to Toronto in 1895 to go into business with his father. In 1899 he entered the wholesale confectionery business for himself, meeting with unlimited success. In 1907, his business had grown to such an extent, that it was necessary to look for new premises, and his present place of business on College Street West was purchased.

CHARLES SNOW

Mr. Snow's first venture into the racing world was when he purchased Burr Oak, with whom he won many races through the fields. It was on this horse that Nat Ray, the famous steeplechase jockey, rode his first victory.

When Burr Oak was retired, he was replaced by King John, who won the Toronto Hunt Club cup on the flat, but who was a failure over the jumps.

Mr. Snow then turned his attention to harness horses, and bought and sold many before he secured his first winner, the pacer Little Boy, who won the championship of Toronto in 1905, and was considered one of the fastest pacers ever owned in the city.

The next purchase was the mare Rheda Wilks, who won many prizes at the matinees of the Toronto and Dufferin Park Driving Clubs.

Other horses have been bought and sold by Mr. Snow, but Rheda Wilks will end her life in his stable.

Mr. Snow has always been an official at the local races, while he has also officiated at the meetings of clubs in smaller towns. He was elected Secretary of the Dufferin Park Driving Club when it was first formed, holding the office for two years, when he rejoined the Toronto Driving Club as Secretary, which office he has held for many years.

Mr. Snow, who is regarded as one of Toronto's most promising business men, is looked upon as an authority on harness horses. He is ever ready to lend his aid to any project for the advancement of the horse and of the racing world, and it is to some of his suggestions that the local driving clubs owe their success.

E. W. COX

MR. E. W. COX, a native Canadian, was born in Peterborough, Ontario, in 1864. As everybody knows, who is at all familiar with the personnel of Canadian business life, he is the eldest son of Senator George A. Cox, widely known as President of the Canada Life and as the moving spirit in a number of the great enterprises which are attracting to Canada the attention of the civilized world.

Many a young man with similar advantages to those enjoyed by E. W. Cox, has used those advantages to indulge himself in a life of selfish idleness. But inherent good qualities, backed by sound training, brought Mr. Cox into the ranks of the workers, amongst whom he was destined to find so high a place.

E. W. Cox

After a high school training in his native town, and two years spent in University College, Toronto, Mr. Cox entered the office of his father, who was then general agent for Eastern Ontario for the Canada Life. He proved himself worthy of trust, and was taken into partnership by his father, the firm being known as Geo. A. and E. W. Cox. The branch had always been one of the most successful and satisfactory in the whole of the company's organization, and it even improved its position with the forceful and devoted service given by the new partner in the agency firm. The good work done was recognized by the company in the most practical way by giving these successful agents more territory in which to carry on their work. In 1886 the limits of the branch were extended westward to include Toronto, and the branch head office was removed to this city.

From this time until a still more extensive sphere of action was opened to him, the main work of the Eastern Ontario branch was done by Mr. E. W. Cox; his father devoting those abilities which have made him famous, more in an advisory capacity

and as a director of the company. A notable instance of how ability and hard work will drag success from the very jaws of failure was the continuance of the Canada Life's Michigan branch even after the management of the company had practically decided to close it. Realizing that retirement from Michigan would be a backward step, which would be injurious to the company's organization generally, Mr. George A. Cox persuaded the management to give the direction of the company's affairs in that state to the Eastern Ontario branch. It can be imagined that the work was one calling for courage, perseverance and great ability in administration. Mr. E. W. Cox brought those qualities to bear upon the problems before him. The result is that the Canada Life has to-day a fine and growing business in Michigan, which is still managed under the Eastern Ontario agency.

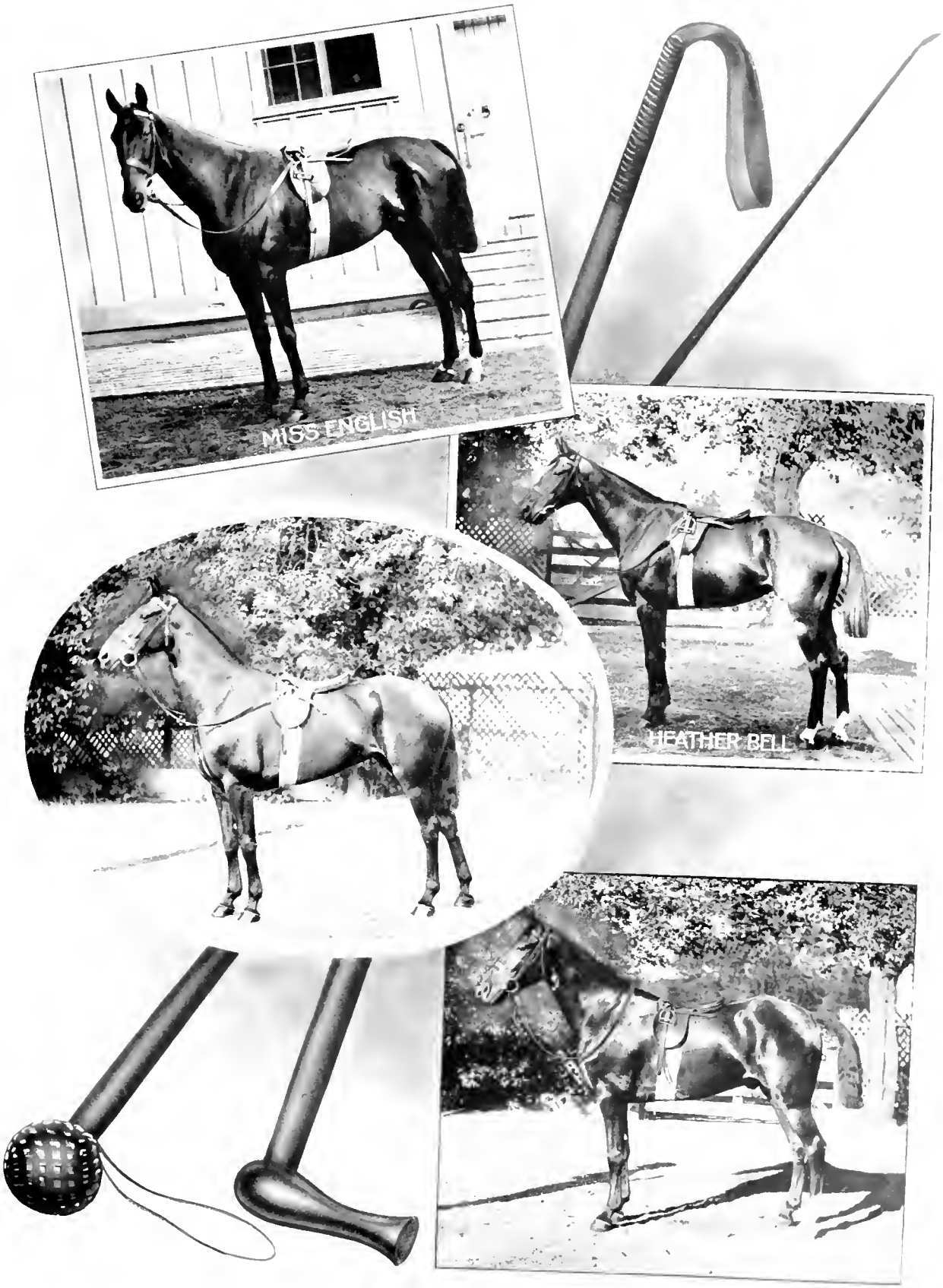
In 1899, while Mr. A. G. Ramsay was still President of the Canada Life, Mr. E. W. Cox was called to the general service of the company, being given the important position of Assistant General Manager. Three years later he was promoted to the General Managership, which position he has held ever since.

Before Mr. Cox became General Manager, the present organization of the company had been effected, with Hon. George A. Cox as President, and with the head office in Toronto. Under Mr. E. W. Cox's management the company enjoys the most prosperous days in its splendid history. It has extended its operations to New York and to Pennsylvania, and also — in 1903 — to Great Britain. In all these important fields its business is well cared for and is steadily increasing. Throughout the home field the organization has been extended on every side, and strengthened in every way, so that the great volume of business which the company can handle can be rolled up with unfailing certainty every year.

Though he has given to the Canada Life Assurance Company a loyal and devoted service, Mr. Cox has not withheld his influence and ability from the promotion and working out of other useful business enterprises. He is a director of the Central Canada Loan and Savings Company, of the National Trust Company, and of the British America Assurance Company.

No little part of Mr. Cox's marked success in business is due to his qualities as a man. He has, probably, as wide a circle of friends and well-wishers as any other young business man in Canada. The habit of success has left him unspoiled even for the company of those who have not won such prizes in the race of life as he has won.

While Mr. Cox has not taken as active an interest in the horse world as his brother, he has always kept in his stable a fine pair for his family, showing them occasionally at the Toronto shows. A fast driver for private use demonstrates that Mr. Cox delights in and loves a good horse.



The Property of Mr. Alfred Rogers, Toronto

RALPH DOUGLASS

AT the early age of seventeen years, Ralph Douglass, of Ste. Therese, Que., became decidedly interested in the horse. Mr. Douglass is president of the brewery firm of Douglass & Co., Limited, and is one of the younger men of Quebec Province who are helping the interests of the horse in a practical way all the time. He was born in Brooklyn, N.Y., in 1877. He spent his summers in Champlain, N.Y., and was educated at the Vermont Episcopal Institute, Burlington, Vermont. On leaving school, he became interested in horsedom particularly, for he had acquired possession of the stallion Lord Dudley, son of Mambrino Dudley (2.19¾), dam by Dictator. He also had several good brood mares, one of which was Rosetta, in the great brood mare list, by Pickering, son of Rysdyk's Hambletonian, dam by Harry Clay, sire of dam of Electioneer. Amongst the horses he possesses now, Mr. Douglass is fondest of Rosetta, a sorrel mare of fine appearance, out of the Rosetta mentioned before and sired by Alcander, sire of Dariel, 2.00½. In relating some of the very interesting horse facts that have come within his wide experience in a few years, Mr. Douglass mentions that probably one of the best horses for road and carriage ever owned in Burlington, Vt., was the property of his uncle, Charles Lippett, who was a hay dealer at that place. The horse, which was grey in color, and came from St. Hyacinthe, Quebec, and supposed to be a Grey Eagle, could, and often did, pull a buggy in 2.30. Upon the demise of Mr. Lippett, this splendid horse became the property of Mr. Douglass' father, and the animal made a wonderful reputation in northern New York State. He was not blessed with any high-sounding name, being known just as common, plain, ordinary, everyday "Joe," and apparently quite satisfied that it should be that way, in the full knowledge that he was a grey gelding, 15.3, and a weight of 1,125 lbs., which was entirely out of proportion with his importance.

Mr. Douglass was for some time connected with the Shermans very wealthy mine owners of Port Henry, N.Y., and he personally possessed a large stable of good drivers at Champlain, N.Y. Among his favorites there were Spark and Flirt (cobs), a first prize pair of mares, at Sherbrooke, Que., both double and single, and under saddle. This fine pair he had purchased from Mr. Clough, of Lennoxville, Que. He also thought a lot of a pair of sorrel geldings, Edgemont 2.21½, and Buttons (trial 2.16), which he drove on the New York speedway half a mile in the splendid time of 1.10. Others of his choice owningss were the great Campaigner, an ideal driving horse, and Doctor L., a roan gelding that could go at either gait by changing the weight in front. Doctor L. never wore straps and had a pacing record of 2.09, and trotting record of a fraction over 2.12.

Though still only a little over thirty years of age at this writing, Mr. Douglass has had an interesting lifetime of more hustling than most men accomplish in twice the journey. He has been a bit too busy to engage in military pursuits, and this is perhaps to be regretted, as when at school he was captain in command of the best drilled company in the State of Vermont, winning flags, presented by Governor Peck, for supremacy. Mr.

Douglass is of cheerful mind, being described by one who knows him well, as "a good friend and a bitter enemy," who has been through all sorts of business success and misfortune, but so far has not refused aid to one in trouble, believing it better to occasionally help one undeserving case than to overlook one worthy. He is said to have spent a self-made fortune in helping others whenever his aid was sought, and as he says himself, with some vigor, he came to Canada criticized and condemned for anything and everything he ever did, particularly because he had no money left. But by hard work and persistent effort he has now built up a prosperous business in Ste. Therese. He hadn't much to work on, but took as a basis of his present big interests the Morris brewery, which was one of the oldest in Canada.

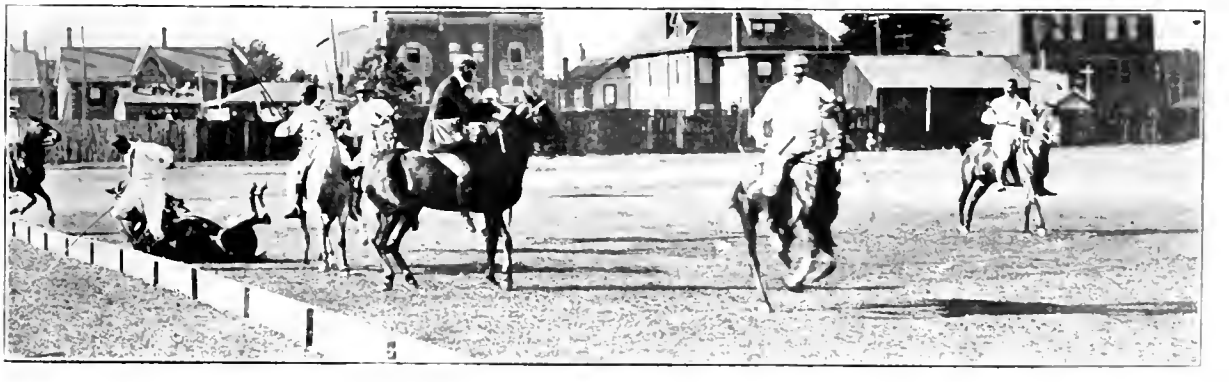
Mr. Douglass is a devoted family man. He was married in Champlain, N.Y., eight years ago, and the union has been happily blessed by two daughters. They are bright children, and inherit their father's love for horses. Like him, too, they are particularly fond of dogs. He has owned many good ones of various breeds, and is at present the owner of some fine foxhounds.

HONOR BRIGHT. OWNED BY CROWE & MURRAY

DR. R. E. WEBSTER

NOT so often as desired does one see the combination of a man very busy in his profession or practice, and equally busy in the introduction of good horses. None the less, Dr. R. E. Webster, a leading gynæcologist of Ontario, finds time or makes time to devote much of his attention to horse-flesh, and that he is a lover of it goes without saying. He is a prominent practitioner in Ottawa, devoting his attention altogether to surgery. He is a native of Brockville, and took up residence in Ottawa nine years ago. A graduate of McGill, he completed a post-graduate course in New York, and afterwards practised in Texas, where he was lecturer on surgery in the Texas Medical College. Because of ill-health he returned to Canada, and he is now chief surgeon of the Carleton County General Hospital. Dr. Webster has always been a horseman, and since his early days has had an inclination towards the thoroughbred. His horses have been many, and have been shown at all the leading Canadian shows. Among them was the Earl, afterwards sold to the late Mr. Hives, who won often in New York, Chicago and St. Louis, and Ottawa, and subsequently sold him to C. W. Watson, of Baltimore.

Mrs. Webster, who was Miss Irene Jones, of Brockville, is equally as enthusiastic as her husband. She is the owner of Roxana, which is still in her stable. As a lightweight saddle horse Roxana seems to be in a class by herself, and last year was an easy winner at Montreal. Another fine horse in Dr. Webster's stable is Skylark, who won second in the middleweight hunters at Montreal in 1907. Still another is Woodlark, which will be brought out in the spring, and is said to be one of the biggest jumpers in Canada. Dr. Webster is Master of the Ottawa Hunt Club, and was practically responsible for the formation of that flourishing organization two years ago. Outside of the fact that his position is a responsible one, he is interested at all times, and much of the success of the Club is due to his indefatigable efforts.



DR. ANDREW SMITH

PROBABLY there is no better known horseman in America than Dr. Andrew Smith, Fellow of the Royal College of Veterinary Surgeons, founder of the Ontario Veterinary College, until recently Principal of that College, and since the beginning, Chairman of the Executive of the Ontario Jockey Club. Dr. Smith was also President of the Exhibition in succession to the late J. J. Withrow in 1901 and 1902. He was born at Dalrymple, Ayrshire, where his father was a large breeder and farmer. The Doctor thus naturally became a lover of live stock prior to taking up the profession that he has followed all his life. He graduated from Edinburgh Veterinary College in 1861 with the highest honors and medals, including the Highland Society medal. He qualified for the directorship of Toronto Exhibition and for the presidency by being for two or three years Secretary of the Annual Show held in his native district.

DR. ANDREW SMITH

In 1861 the Provincial Board of Agriculture decided that it was desirable that the veterinary profession should be put on a better and more classified footing. They consequently deputed the late Prof. Geo. Buckland to visit Scotland and consult Principal Dick of the Edinburgh Veterinary College as to a gentleman that would be able and desirable to take charge of a veterinary college at Toronto. Principal Dick warmly advised the offering of the appointment to Dr. Smith. The Doctor consequently came to Canada forty-seven years ago, and founded the Ontario Veterinary College, which has been noted as securing students not only from all parts of America, but also from all parts of the English-speaking world. There are, in fact, few veterinary surgeons of eminence in America who have not graduated from the Ontario Veterinary College.

The college until this present year only required a two-year course of graduation. With the taking over of the institution by the Ontario Government and the appointment of Dr. Grange, formerly of Guelph, as the Principal, a three-year course, the same as prevails at the majority of veterinary colleges in America, was made neces-

sary. What effect this change may have upon the attendance, if any, is not yet visible, as the number of fresh students this year is well up to the average of any previous year.

Dr. Smith was Veterinary Surgeon of the Provincial Agricultural Association, Dominion Government Inspector of Stock for Ontario, Veterinary Surgeon of the Toronto Field Battery, and for ten years Master of the Toronto Hunt. He has also officiated many times as judge at horse and other live stock shows, not only in his adopted country, but at New York, Philadelphia, Chicago and other places in the States. He is a member of St. Andrew's Society, and also of the Caledonian Society. He is Past Master of St. Andrew's Lodge, A.F. & A.M. Dr. Smith's son, Dr. David King Smith, is Surgeon to the 48th Highlanders, so that the family has a natural leaning towards the military.

The Doctor in his younger days was a good steeplechase rider, and has ridden in many a winning race. He is now, although advanced in age, a follower of the hounds, and is invariably well up at the finish. Among the noted horses that the Doctor owned was Brown Dick, a winner of many a rattling race across country; another was Nannie Craddock, an exceptionally good race mare, and winner of many a chase; Luxemburg was a third horse that the Doctor was very much attached to, and was worthy of the attachment. He also at one time owned Lady Reel, dam of the famous Hamburg, and other good winners. Lady D'Arcy, owned by Dr. Smith, was as a two-year-old the fastest sprinter in Canada. Few who remember her first race will forget how she shot out from her field and left the others as if anchored. Sir James, a horse show champion, was a high-class saddle horse that the Doctor had a great liking for, and among others that he was wholly or partly interested in have been War Cry, Vespucius, imp. First Attempt.

When twenty-seven or twenty-eight years ago the Ontario Jockey Club was formed, Dr. Smith was naturally regarded as a sure and certain supporter. He heartily endorsed the late T. C. Patteson in his efforts to organize the Club, and was made a Director and member of the Executive at its inception. Early and late the Doctor has worked for the success of the O.J.C., and the high standard that it has reached is very largely due to his persistent efforts. He is a man of sound judgment and uniform courtesy. Probably no Principal of any college has been more highly esteemed, venerated and loved than Dr. Smith has by the students of the Ontario Veterinary College. If a student failed to pass, it was to the Principal that he went to pour out his woes and to receive sympathy, and he never left disappointed, for the Doctor ever proved a true friend, a wise counsellor, and virtually a father to all.

J. F. SMYTH, MONTREAL

JOHN FORESTER SMYTH

JOHN FORESTER SMYTH, who was born at Windsor Mills, Que., and educated at Montreal, is one of the youngest owners in Canada. He first learned to ride and drive under the tuition of the late J. P. Dawes, for whom he rode in all of the gentleman events for years, competing against professionals as well as amateurs, yet always able to hold his own. He has won two of the Queen's Plate races decided in the Province of Quebec, one of them having been run in Quebec City, the only Queen's Plate race that has ever been, or is ever likely to be, decided in that city.

Mr. Smyth has won races through the field as well as on the flat, having the record of winning thirty-seven races on the horse Red Monk, at one time owned by J. P. Dawes, five of the thirty-seven being run in one week.

Desiring to become an owner, Mr. Smyth's first purchase on his own account was the horse Marston Moor, and with him he won several races, afterwards disposing of him at a good figure.

He then went into partnership with W. P. Kearney, of Montreal, and purchased the horses Sally Cohen and Star Emblem, meeting with considerable success with the pair.

Then came the purchase of the colt Columbus, and up to this time these were the best of the horses owned by this stable. Many others have been added and disposed of since, and we predict for these young owners great success in the future.

Grand Stand Quebec Turf Club

THE QUEBEC TURF CLUB

UNDOUBTEDLY one of the oldest and most popular sporting organizations in the Dominion is the Quebec Turf Club, which has had an interrupted existence reaching away back into the dim and misty past. The early records of the Club are not now available, but Lieut.-Col. Ashmead, the present genial and active Secretary, has in his possession minute books dating from the year 1836. A glance through is fraught with interest, and reveals the fact that the Club has had a notable career. In its early days the officers of the different British regiments which then garrisoned the ancient capital, took a leading part in the affairs of the Club, and in the year 1845 there is a note in the report of the Stewards to the annual meeting of the Club, to the effect that they viewed with regret the departure of the 74th Regiment and the 60th Rifles, which would deprive the Club of some members, but the arrival of the 89th Regiment, it was hoped, would make up the deficiency. In those days the Queen's Plate was run for at Quebec, Three Rivers and Montreal alternately, and another remarkable incident is chronicled in the fact that in the year 1846

the Queen's Plate was run in heats, having been won by Mr. Parish's Saturday Night, two straight. There were good stakes offered in those days, the purses often reaching $500. With the exception of a couple of years the races of the Club were held on the historic Plains of Abraham, which long maintained its supremacy as the finest turf track in the country. The annual meet of the Turf Club has always been the occasion for the gathering of the wealth, beauty, and fashion of the city and adjoining district, and competition has ever been keen between the owners of horses in this section of the country.

ENTERING THE STRETCH—QUEBEC TURF CLUB

Among the early members of the Club who took a big part in its promotion was the late Mr. G. H. Parke. Between the years 1836 and 1840 was the period in which he took his deepest interest in racing, during which time he won, not alone the Queen's Plate, but also many other valuable prizes. A worthy son, in the person of Dr. C. S. Parke, died but a few years ago. He was an ex-President of the Club, and also did great work for it. An honored veteran of the Club, who is to-day still hale and hearty, is Major F. Lamkson, who for twenty years acted as Treasurer, only resigning a couple of years ago, when he was unanimously elected a life member. Another name in the history of the Club which will always be remembered with feelings of admiration, was the late Major Short, of "B" Battery, whose sad though heroic death in the great fire of St. Sauveur so moved the public that a monument to his memory may now be seen in front of the Drill Hall on Grande Allee.

The Club to-day is in a flourishing condition, with a good membership, and the sporting instinct strong among them. The officers for the present year are: Major T. S. Hetherington, President; Wm. M. Dobell, Vice-President; Allan Boswell, Treasurer; and Lieut.-Col. F. Ashmead, Secretary. Among those who have for many years taken a deep interest in the Club, and who are to-day ever ready to promote its interests, will be found the names of Lieut.-Col. C. C. Sewell, Vesey Boswell, D. S. Rickaby, G. E. Amyot, Victor Chateauvert, Capt. D. Watson, and many others, who are included in the most active of the Stewards of to-day. Col. Ashmead has been Secretary of the Club ever since he came to Canada. A warm admirer of the equine

race, and a cross-country rider with few equals, the gallant Colonel has brought home many a horse to victory. It is now slightly over twenty years since he rode his last steeplechase in England, and his feats as a gentleman rider in Canada have been no less successful. Mr. D. S. Rickaby is also entitled to a meed of praise for the energy and enthusiasm which he has displayed in the promotion of the sport of kings in Quebec. For a great number of years he acted as starter, a duty which he never failed to perform with credit, only retiring three or four years ago, when the Club secured the services of a professional in the person of Mr. McGinnis. Mr. Francis Nelson, for some years back, has also acted as judge.

With its long and uninterrupted career the Club has never failed, except upon one or two occasions, to hold its annual two or three-day meet. The last of these was the season just past, when the Stewards thought it expedient to forego the annual event owing to the races held by an outside organization during the Tercentenary celebration. This year the Club is planning a three-day meet, and with the enthusiasm and vigor which the members at all times exhibit, there seems to be little doubt that it will prove the same great success which has always rewarded their efforts.

JOSEPH RUSSELL, M.P., TORONTO

P. M. FEENEY

NO one who knows anything about the initiation and early development of the Montreal Jockey Club can forget the work of that big, genial Irishman, P. M. Feeney, for it was he and he alone who realized the possibilities of a successful race meeting in the Metropolitan City. The difficulties he had to contend with in securing suitable land, obtaining options, and getting the right people interested, would have discouraged a less sanguine mind, but P. M., with the same determination that has pulled him through many difficulties, brought the negotiations to such a head that laid the foundations of the present success of the Montreal Jockey Club.

P. M. Feeney

Mr. Feeney is an up-to-date, alert business man, who has had a large experience in handling large concerns and making them pay. He started business as a saw manufacturer in a small way some years ago, and in time absorbed factories in St. John, N.B.; Quebec, Ottawa and Montreal, holding the controlling interest in the amalgamated factories, which were known as "The Canada Saw Co." Mr. Feeney afterwards sold his interest in the company, and invested his capital in other concerns, all of which have been successful.

As a sportsman Mr. Feeney is one of the best, always ready to encourage struggling young jockeys and horsemen, and so long as Canada can produce his like, so long will sport prosper.

W. G. Kelly, Toronto

ROBERT DAVIES

ONE of the best known horsemen in America is Mr. Robert Davies, not only from the breeding standpoint, but from the circumstance that he has raised and raced many of the conspicuous winners on record. For many years Mr. Davies was almost exclusively devoted to breeding, showing and importing the heavier class of horses, before he showed a liking for the thoroughbred. His farm, familiarly known as "Thorncliffe," has sent to the show ring many champions in almost every class. It was on this farm that Mr. Davies raised his first thoroughbred and met with a great deal of success in the racing world.

ROBERT DAVIES

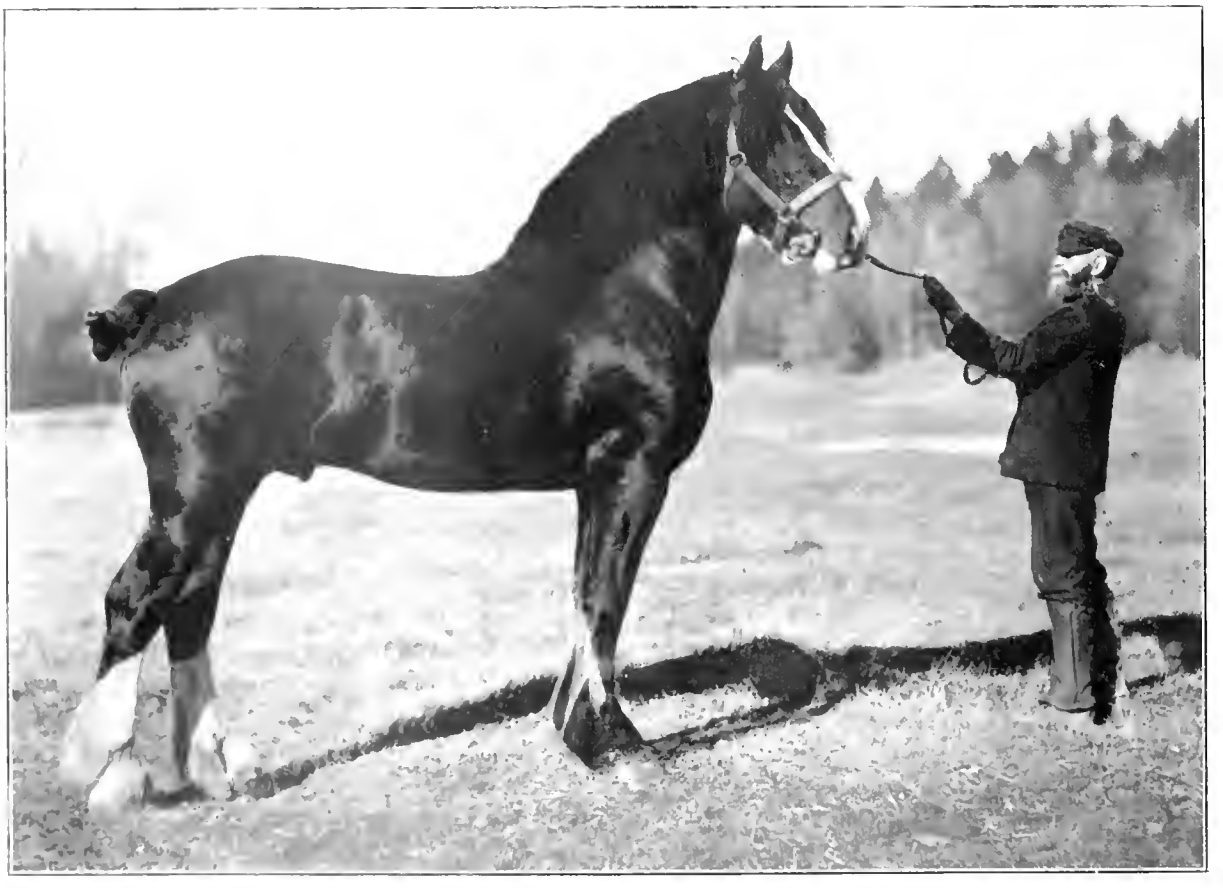
Mr. Davies has a choice collection of ribbons, won at the numerous horse shows throughout Canada, particularly at the Toronto Exhibition, where it is probably harder to win than at most shows on this continent. He has won ribbons in the classes for Clydesdales, Shires and thoroughbreds, sending back to the farm many a ribbon as trophy. Of recent years he has not devoted so much time to the heavier classes, but to the thoroughbred. In this class, he has in his stud Orme Shore, probably one of the best stallions ever brought to Canada. This horse should prove a famous sire, and, though imported by Mr. Davies some four years ago, was not raced to any extent after coming to Canada.

The first horse to bring this owner into prominence in Canada was Thorncliffe, one of the best leppers that ever looked through a bridle. He won again and again for his breeder, and, after being sold to a Buffalo owner, continued his victorious career. Another of Mr. Davies' winning steeds was the little mare Loupanga, being by Kapanga, out of Lou D. She won many of the stakes for Canadian-bred horses, and even held her own against some of the best racers on the Canadian track.

For many years, Mr. Davies was one of the Vice-Presidents of the Ontario Jockey Club, resigning on account of pressure of business a few years ago. He has devoted much time to racing interests in Canada, seldom being without an entry in the King's

Plate race. On several occasions, it has looked as if the genial owner of Thorncliffe would capture the Guineas, but Dame Fortune seemed to be against him and the chances were spoiled by minor accidents.

Mr. Davies is a good reinsman, and for many years was regarded as one of Toronto's best riders. In business, he is well known, holding offices in many large manufacturing concerns, as well as being President of the Don Valley Brick Works. The farm, "Thorncliffe," is one of the most completely equipped in the country, and the owner spares no pains in keeping in touch with the latest improvements. It is beautifully situated near Toronto, covering many acres of ground, and the owner shows his appreciation of its attractions by spending there all the time that can be taken from business cares and responsibility.



A Clydesdale Stallion

Lieut Colonel Donald M Robertson, M.V.O.
48th Highlanders, Toronto, Canada

FRANCIS NELSON, M.A.

FRANCIS NELSON is probably one of the sincerest and best-informed admirers of the horse in the Dominion. From boyhood he has devoted time and attention to the interests of the equestrian order, and has always upheld a high standard for racing and associated sports.

Mr. Nelson is a Canadian by birth, having been born in the city of Hamilton, noted for its ambition in sport as well as manufacture. Mr. Nelson entered the field so congenial to him by way of journalism, taking up the newspaper business as his first professional work. He became sporting editor of the Hamilton *Times*, and for many years held this responsible position, until he came to Toronto, some twenty years ago, to fill the same post on the Toronto *Globe*. This position he retains with much credit to his fairness and experience.

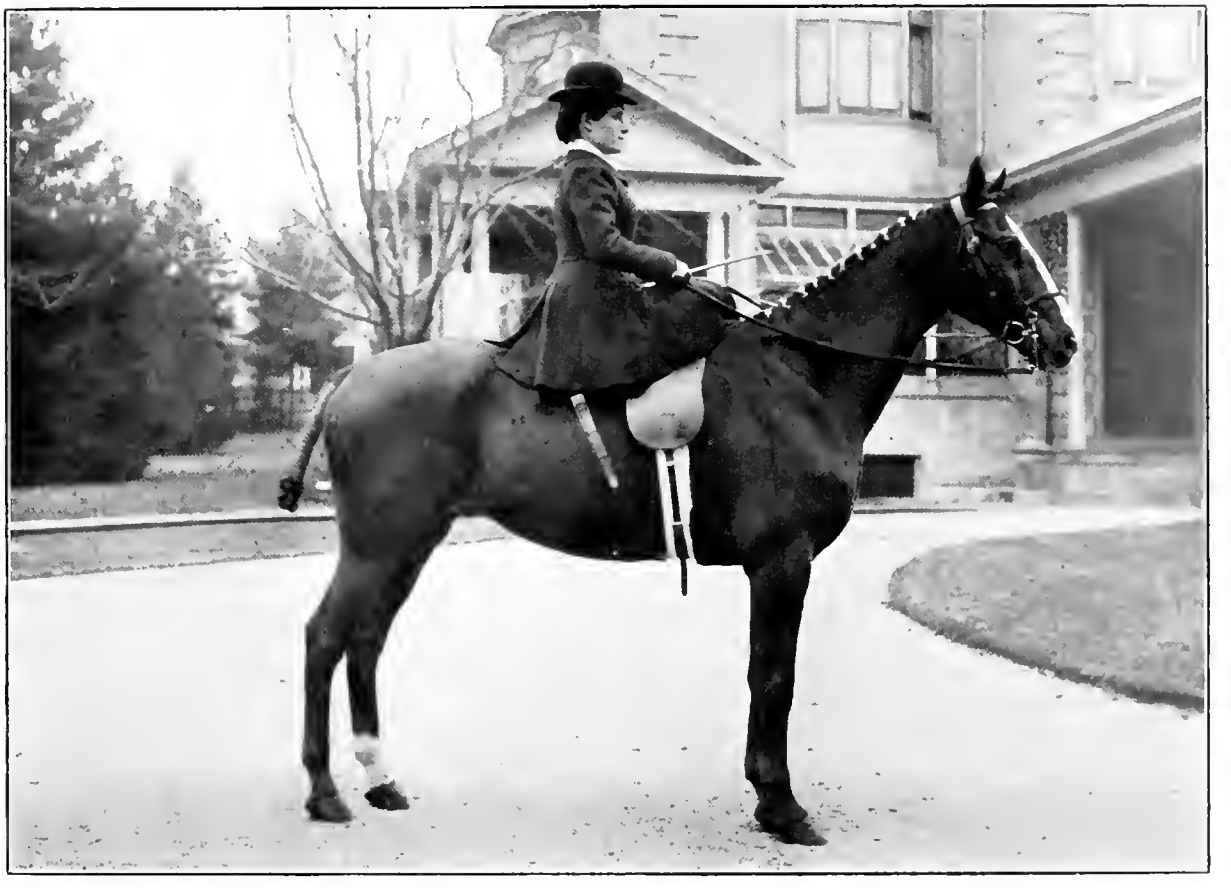
FRANCIS NELSON, M.A.

Mr. Nelson's first connection with the horse was made under most favorable auspices, as he paid frequent visits to the farm of the late William Hendrie. From this early acquaintanceship he took up the turf work as a specialty for the press he represented, and soon became an authority on racing matters. During the year 1895, he was asked to judge at the Toronto Exhibition, as associate of the late "Roddy" Pringle. For several years he officiated in this field, and in 1897 he was chosen as the associate judge at the Hamilton meeting, acting in that capacity at that track ever since. His opinions are widely sought by Canadian horsemen, and he has been accorded high judicial honors in the racing world. He has acted as judge and handicapper at all of the Canadian tracks, being regarded as thoroughly impartial in his decisions, and accurate in his handicapping.

Mr. Nelson has held the office of judge at Hamilton, Fort Erie, Toronto (the Woodbine), Highland Park, Detroit, Windsor, and at Kenilworth track, Buffalo, having been offered positions on the larger tracks of America. Mr. Nelson has spent many hours in the saddle, for, when at college, he was looked on as one of the best amateur riders in the country.

Besides being an ardent admirer of the horse, Mr. Nelson is an all-round sportsman. During the winter months the stirring game of curling is one of his favored pastimes. For many years he filled the office of Vice-President of the Canadian Lacrosse Association, as well as the same office in the Ontario Hockey Association. He has frequently acted in an official capacity in the Canadian Association of Amateur Oarsmen at their regatta, and the strenuous game of "Rugby" also has his expert attention. Hence it may readily be seen that this journalist-sportsman has been broad and varied in his development, and is prepared to give the benefit of professional knowledge to any event in the broad field of sport.

HON. ADAM BECK



MRS. ADAM BECK

THE CANADIAN NATIONAL HORSE SHOW ASSOCIATION

THERE is no more prosperous body governing the encouragement of the horse on this continent than the Canadian National Horse Show Association. For years the horse shows in Toronto were held under the auspices of the Toronto Hunt Club and the Breeders' Association, while the necessity for a really authoritative body, with prominent men at its head, was keenly felt.

For many years the Hunt Club and the Breeders' Association ran their shows in conjunction with the military body in the city, but when the new association was organized, the military end of it was practically eliminated.

The horse breeders of Toronto decided that the spring show was held too late in the season for them, so a body known as the Ontario Breeders' Association was formed for the purpose of holding stallion shows earlier in the year.

This meant the decline of the spring horse show, so the Canadian National Association was formed with the following gentlemen as charter members: George W. Beardmore, President; W. J. Stark, Secretary; and T. A. Graham, Dr. Andrew Smith, J. J. Dixon, H. C. Cox, Hume Blake, R. A. Smith, Edmund Bristol, Sir Henry Pellatt, R. J. Christie, Dr. W. A. Young, D. D. Mann, H. C. Osborne, Cawthra Mulock, Geo. W. Pepper, J. D. Montgomery, Stuart Houston and Miss K. L. Wilks, as directors.

The first show of the newly organized body was held in the spring of 1907, and was one of the most successful ever held in the Dominion of Canada. After this, the shows were held annually, each season showing a big increase in the classes.

It has done much to bring together the horse men of the country, and gives them an opportunity to compete with owners and breeders across the line.

The first horse shows ever held in Toronto were conducted in the old roller rink on Shaw Street, and for several years afterwards under canvas on the old Upper Canada College grounds at the corner of King and Simcoe Streets, but this place was soon outgrown, and other quarters became necessary.

The idea was taken up with the militia of Toronto, and it was decided to hold future horse shows at the Armouries.

At first it was purely a horse show, but later the militia decided to hold their annual tournaments in connection with the affair. This lasted for five or six years, when an arena was arranged for in the old St. Lawrence Market building on King Street East. This was found to be much more central than the Armouries, and the shows, including the Spring Stallion Show, are held there annually.

It is probable that the Association will erect a building of its own in the near future, as the arena at the old market building has outgrown its usefulness.

The Association is a very important factor in the development of Toronto's reputation in the horse world, for it is through the Association that Toronto is enabled to hold her own against the larger breeders of the other side.

Many of the horses shown in the Queen City are sold to Americans for big prices, thus making the show a profitable commercial enterprise for breeders and exhibitors.

WILLIAM J. STARK

THERE is no better judge of harness horses and high steppers than Mr. William J. Stark. For a great many years he has officiated at horse shows and exhibitions held throughout Canada. Mr. Stark is a Canadian by birth, being born at Stouffville, where he made his home for the greater part of his early life. He matriculated into Toronto University from Markham High School, and attending the University for two years, went into the banking business with Miller and Company, of Stouffville, and eventually assumed control of this institution under the name of Stark & Barnes, and continued in business for ten years. From Stouffville he came to Toronto to assume the management of the Market Branch of the Metropolitan Bank.

WILLIAM J. STARK

While in Stouffville he was prominent in public life, and held various offices, for several years being Mayor of the town, and is yet a magistrate for the County of York.

He was also a prominent factor in the success of the Canadian Lacrosse Association, and while President of that organization introduced many valuable changes, which have done much to improve the game.

He has been identified for years with various horse societies and, as President of the Canadian Pony Society, applied for incorporation for that association, with the result that a record was established with the National Live Stock Record Association at Ottawa for pure breeds. He is also a charter member of the Canadian National Horse Show Association, of which he is the Secretary-Treasurer.

In 1909 he was elected a Director of the Canadian National Exhibition of Toronto, and was made Chairman of the Horse Committee.

W. P. Fraser
Secretary Ontario Jockey Club

The Start of the First Heat Race of the Toronto Driving Club, held at Dufferin Park in May, 1900

TORONTO DRIVING CLUB

THE Toronto Driving Club is probably one of the oldest organizations of its kind in Canada, and has done a great deal to improve the character of the horses brought to Toronto. It was through this Association that the Toronto Speedway was built on the east side of the Don River, and the track, though not as long as some of the others, is kept in such excellent condition, that the going is always first-class, and many a friendly brush has been decided over it.

The weekly matinee races have promoted a kindly rivalry between the members, which has resulted in the purchase of many a first-class horse. Indeed, it was through the Toronto Driving Club that the famous Dan Patch was brought to Toronto to make a Canadian record for a half-mile track, which he succeeded in doing, stepping the distance in 2.06.

This record was made in 1905, one of the most successful seasons in the history of the Club, which held its first annual meeting in 1900, with only eleven gentlemen present, the charter members being Samuel McBride, A. Cuthbert, Charles Snow,

J. Wenman, J. Davis and J. Lock, who has held the office of treasurer since the first meeting.

O. B. Sheppard was chosen as the first president, and under his guidance the Club met with a great deal of success. It was during his tenure of office that the first matinee was held in May, 1900, an innovation which met with such pronounced success that every one held since has shown a better class of horses.

At the annual meeting in 1901, Samuel McBride was elected President, which office he has filled for many years. It was during that year that the question of building a speedway was first taken up by the members of the Club. This matter was laid before the council of the city of Toronto, who put it through, and the speedway was built.

In the spring of 1906 it was thought advisable by some of the members that the Club quarters should be moved to the Exhibition Grounds, as the Dufferin track was not in very good shape. Some of the members were opposed to this move, and withdrew from the Association, forming an opposition club, which has also been very successful.

The first matinee of the original Club to be held at the new quarters took place in May, 1902, and succeeding races were all held there, until the track was destroyed by the fire in the grand stand in 1906. The Club then moved back to the Dufferin track, which had been repaired, and where they now hold their matinees.

In the season of 1906, Charles Snow was selected as the secretary for the second time, and has remained in office ever since. He has been most careful in handling the matinees, and through his efforts the horses were divided into classes, so that every owner had a chance of winning some of the prizes donated by the Club. A very strict surveillance is maintained over the races, and when professional drivers are put up, they have to drive to win. Not only at the matinees, but at the big meetings where betting is allowed, this surveillance is maintained, and there is no possible chance of trickery during the heats.

The organization has given away thousands of dollars at their weekly meetings, both in cups and money prizes, and this alone has created a new interest in harness racing in Toronto. Many first-class pacers and trotters have been developed through the Club, and the custom of holding a big two-days' meeting just before the Industrial Exhibition enables the best of the harness horses shown at the Fair to compete in these races without additional expense.

It was during the month of January, 1903, that the first ice meeting was held, and some valuable prizes distributed. While the first ice meeting was not so successful as anticipated, each succeeding year has brought better horses to the front in these events.

The season of 1908 was the banner one in the history of the Club. It lasted from May sixteenth to December twenty-fifth, and over seven thousand dollars was expended in cups and prizes at its numerous matinees.

Many of Toronto's most prominent merchants and business men belong to the Club, and nearly every member has a driver of some sort, while a large percentage have horses ready for racing.

H. J. P. GOOD

H. J. P. GOOD is the oldest sporting editor in active work in Toronto to-day. Coming from England forty years ago, he attached himself to the Canadian News and Publishing Co., and had not been in Canada two months before he edited the *Eclectic Magazine*, a publication that at that time had considerable circulation in the Dominion. From the Canadian News and Publishing Co. he graduated to the *Daily Telegraph*, a morning paper then published by the present proprietor of the *Evening Telegram*. From there at the starting of the *Mail* in 1872 he joined the staff of that paper, on which he filled various positions. Finally, in 1874, he established the first sporting page known to the daily papers in all America. Mr. Good was in reality the first man on this continent to be sporting editor of a daily paper. Up to the time that he originated the classification of sporting matter, it was customary to publish such information as ordinary news on any column that it happened to fit. Even the big New York dailies did not at that time classify the sporting news; so that to Mr. Good must be given the credit of inaugurating a system that has now become world-wide. For many years he continued to be sporting editor of the *Mail*, and then became attached to the *World*. From that paper he returned to the *Mail*, and in 1887 became a member of the *Empire* staff at its initiation. From the *Empire* he became editor of the *Toronto Sunday World*, a position he held until two or three years ago, when he was appointed permanent press agent of the Industrial Exhibition. He, however, still writes for various publications, and still contributes a whole page on the horse and turf matters to the *Sunday World* under his well-known *nom-de-plume* of "Pop."

H. J. P. Good

The Champion Saddle Horse—Punchinello with Alfred Rogers His Owner, Up, being Awarded Championship Ribbon of Toronto

Master Alfred W Rogers
Son of Alfred Rogers, Toronto

J. W. RYAN

THE Ontario Jockey Club has always been fortunate in the enthusiasm and good-fellowship which have animated that institution, and have improved, from year to year, the racing records of the province. Among the members, Mr. J. W. Ryan is a valued supporter, as he has always taken a pride in his racing string, and, indeed, superintends personally the training of his horses.

J. W. RYAN

Mr. Ryan is a gentleman to whom is due much credit for the good standing of racing throughout the field. He has devoted a great deal of time to the development of steeplechasers, and it goes without saying that much money has also been spent before his favorites were raised and fitted for the field, where they were to win the triumphs dear to the horseman. In one respect, Mr. Ryan has been especially generous and sportsmanlike. He has always been ready to enter one of his horses, even at a disadvantage, to fill the list where entries have been scarce. This readiness to contribute, even at a personal risk, to the completeness of racing events, has made Mr. Ryan a prime favorite on the many tracks where his horses have raced.

Probably the best lepper ever owned in the stable of "Jean" Ryan, as he is familiarly known, was the horse Butwell. This steed proved himself a winner for some time, capturing several stakes and never failing to bring in some of the golden profits. Jimmy James was another horse which promised great victories as a four-year-old, but did not fulfil his early prospects. Culistan, from the same string, was a racer of fine performance, and was a money-maker many a time under the Ryan colors.

The sunny South claims Mr. Ryan during the winter months, and there he evinces a great deal of interest in the racing at San Anita, at Los Angeles. He has many business interests in that pleasant region, and returns to Canada after a season of enjoyment and profit in the southern resorts.

TISDALE & HODGKINSON

THE oldest and among the most successful of the breeders of Clydesdales in the Dominion of Canada is the firm known as Tisdale and Hodgkinson, belonging to the thriving little town of Beaverton, Ontario. Many years ago, at Simcoe Lodge Farm, T. C. Hodgkinson made his name famous in connection with this department of equestrian experiment. Thirty-five years ago, Mr. Hodgkinson took up his residence in that town, which has proved him a worthy citizen. The light harness horse was the first variety to claim his interest, but he extended his attention to the Clydesdale about twenty years ago, and his success has shown the wisdom of his course.

E. C. H. Tisdale

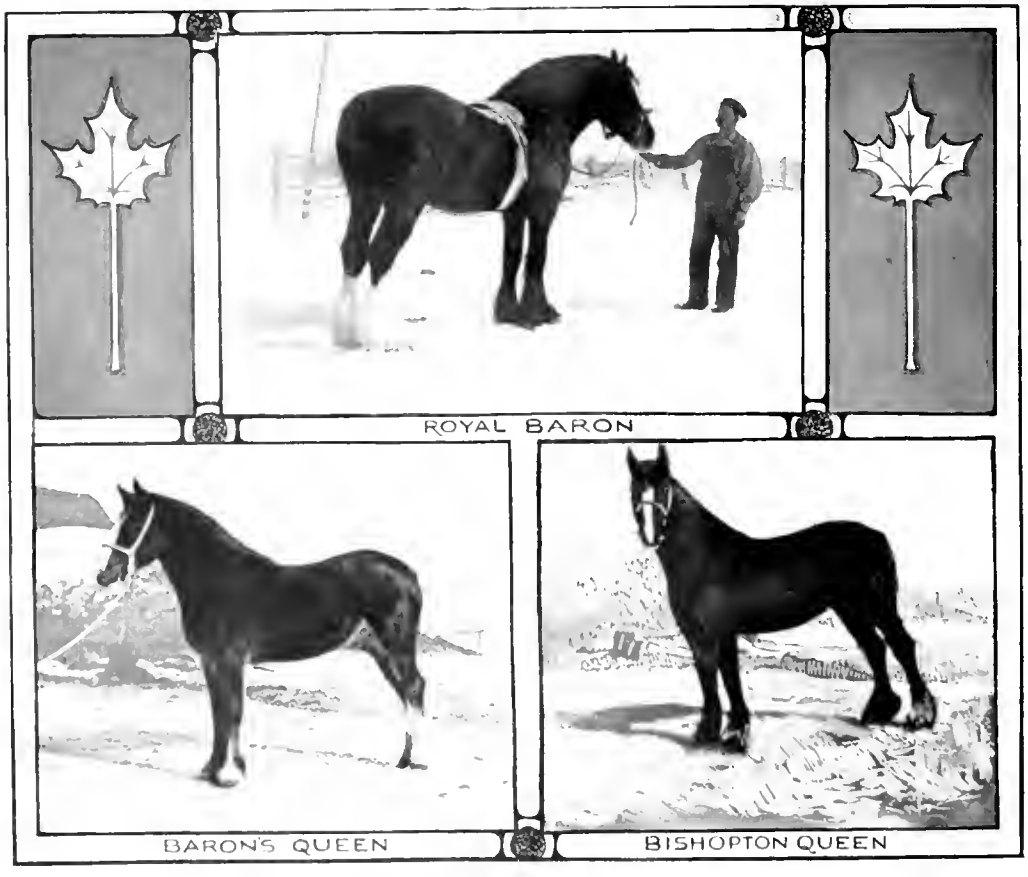
In 1892, Mr. Hodgkinson took his nephew, Mr. E. C. H. Tisdale, who had lived with him for some years, as a partner in the increasing business, and from that time the younger member of the firm has assumed the greater share of the work involved in looking after the horses, showing them in the ring with pronounced success. The new firm took up the hackney class, and showed some excellent specimens, confining their attention to breeding them for the market. Instead of importing, they have almost the exclusive business in Canadian, or, as they are called across the border, "American" bred horses.

In 1906 there was a class established at the National Exhibition at Toronto for horses owned by non-importers. This has been a triumph every season for Tisdale and Hodgkinson, the majority of their winners being by the Clydesdale horse Royal Baron. The first decided success of this firm came when they purchased the stallion Baron Sterling. This horse, never beaten in the ring, was generally admitted to be the best Clydesdale stallion shown in this country. The year 1904 saw his most marked success, and his death in the following year was a distinct loss to his owners. The next in line was the horse Royal Baron, which is still in the string of the firm. He has proved a famous sire, the mare Baron's Queen, by this prize-winner, carrying off many a ribbon.

Chicago, Ottawa, Toronto and other cities have witnessed many a success for

this Beaverton firm. Probably their greatest victory was that scored at the Pan American Exposition in Buffalo, 1901, when they showed six mares in events for American-bred Clydesdales, winning five of the classes, and coming second in the sixth, while they won the championships in the same classes.

The senior member of the firm, Mr. T. C. Hodgkinson, was regarded in his younger days as one of the best riders and drivers in the country, and also an excellent judge of horses. He has acted in the latter capacity on many occasions, being most fair in his decisions, and establishing an enviable reputation. Mr. Tisdale, his nephew



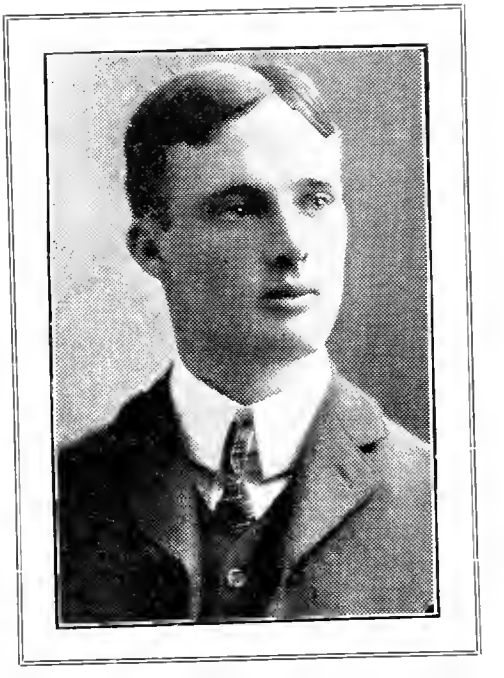
Property of Tisdale & Hodgkinson

and associate, is a horseman of remarkable popularity, who has always been considered a first-class driver. Whether displaying or judging his horses, he is entirely in his element, and is thoroughly interested in all phases of his business, being a prominent figure at horsemen's associations.

The farm of this prosperous firm is situated a few miles out of Beaverton, on Lake Simcoe, an ideal spot for such an extensive business. The stables are thoroughly modern and up-to-date in equipment, and yearly improvements keep them among the best of these establishments.

ROBERT W. DAVIES

ROBERT W. DAVIES is the son of Robert Davies, of "Thorncliffe," and, therefore, takes an interest in the horse world by hereditary right. He is of Canadian birth, and received his education at Upper Canada College, the historic "Eton of Ontario." From early boyhood, Mr. Davies showed an enthusiastic interest in equine affairs, developing an appreciation for the thoroughbred and also for the harness horse. Both riding and driving found him "to the manor born," and he is now looked upon as one of Canada's most successful amateurs in either class. He is quite at home in a "sulky" behind a fast-stepping steed, while he is a capable and successful rider, being a regular attendant at the runs with the hounds. For some years he has been a prominent figure at the horse shows, being regarded as an excellent judge.



ROBERT W. DAVIES

Mr. Davies is probably one of the youngest timers officiating on any of the larger race-tracks on this continent. He has held the position of official timer at the meets of the Ontario Jockey Club for some years, and is most careful and accurate in his work. There is no better member of the amateur ranks to detect the good points of the thoroughbred. Mr. Davies has ridden in many events for gentlemen riders and has a goodly number of victories to his credit. Each year he is a prominent figure at the annual gymkhana of the Toronto Hunt Club, and invariably has a fine horse to carry his colors. Two or three years ago he turned his attention to the harness horse, and some good ones were purchased by this young owner. He soon learned to handle them himself, becoming, in a short time, an expert reinsman.

Mr. Davies started his business career with his father, afterwards going with the Copland Brewing Company, where he now holds a responsible position, having a prominent part in the business.

CHARLES J. MURRAY

THE spirited report of steeplechasing is that in which Mr. Charles J. Murray, of Cayuga, delights. He is a Canadian by birth, being a son of Mr. Joseph Murray, a well-known business man in the Haldimand town. From his early boyhood, Mr. "Charles" showed a fondness for the cross-country horses, and left home at an early age to follow it up. He has never left the amateur ranks as rider, although he won many events in the saddle in his younger days. Mr. Murray is loyal to the old town and trains and winters his string in his boyhood home.

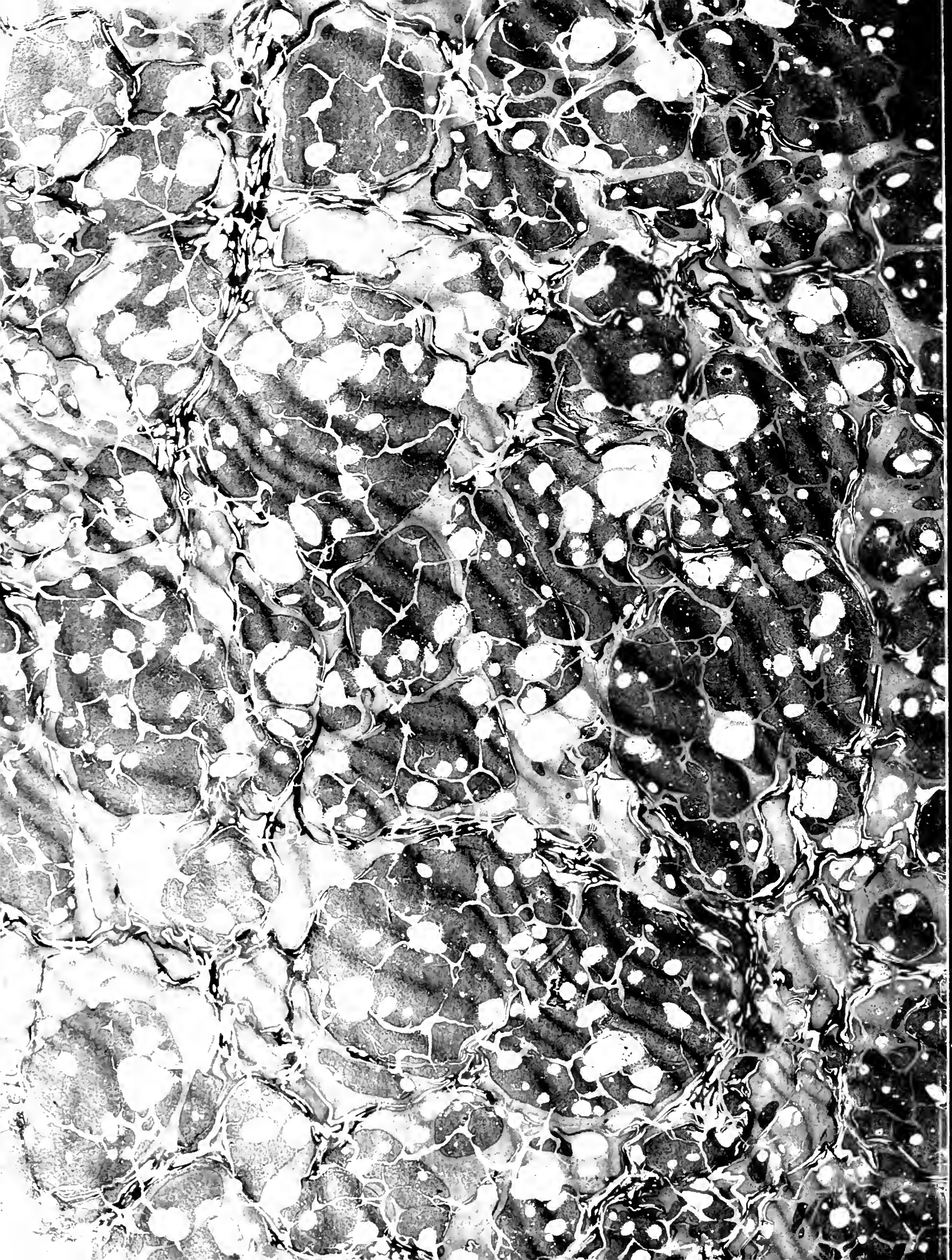
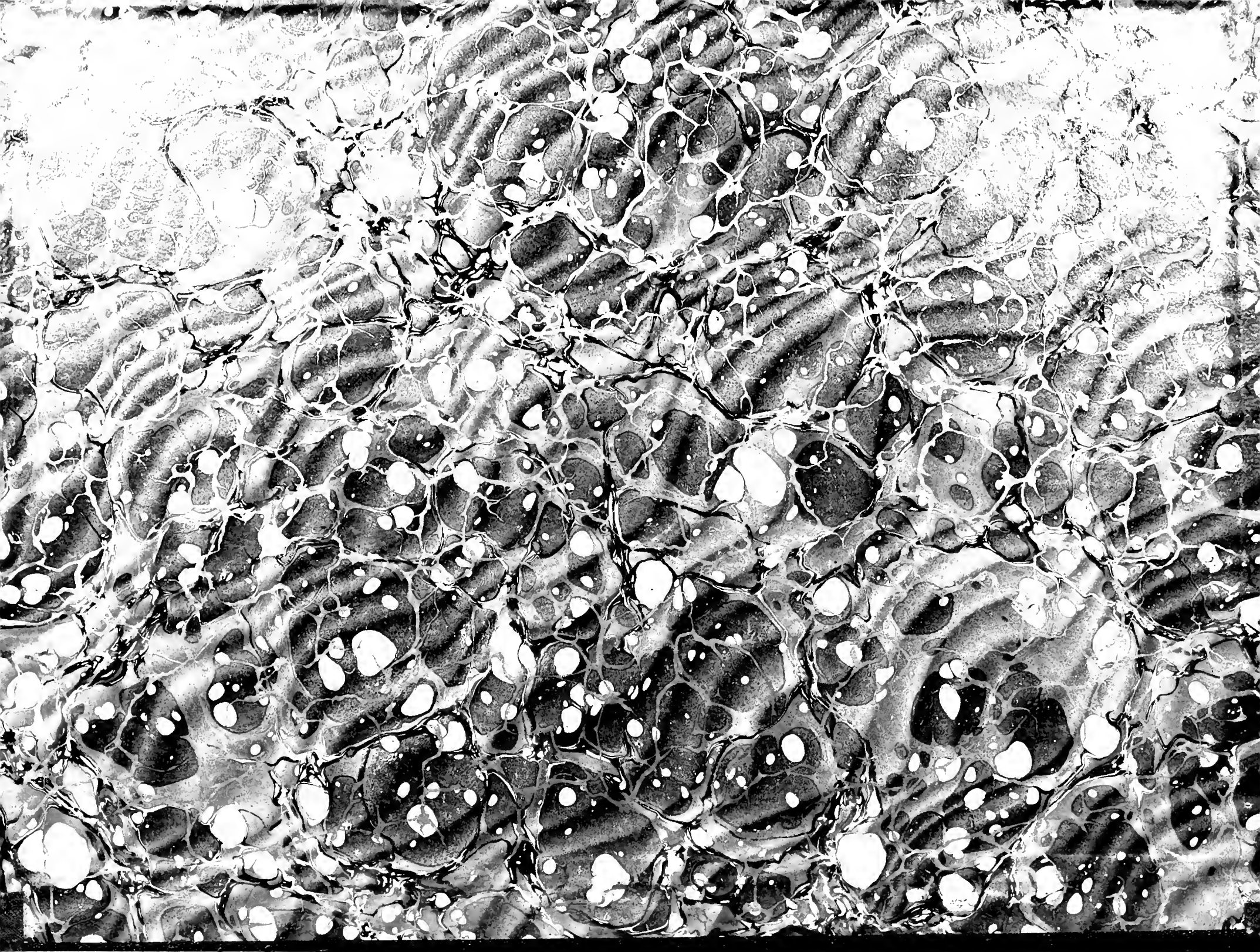
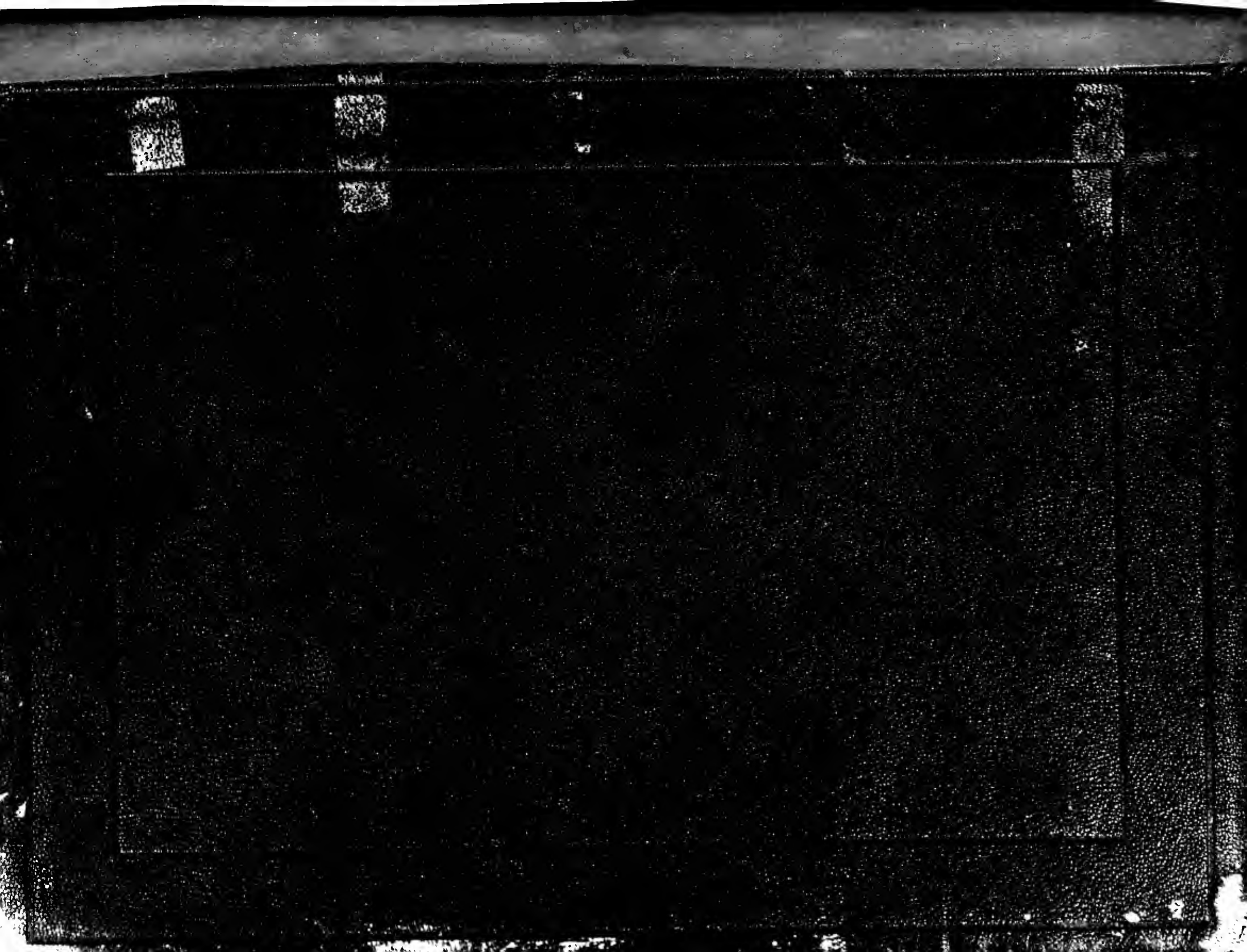
He has always paid more attention to the leppers than to any other class of thoroughbreds, schooling and educating them himself. When he sends a horse to the post, its fitness and readiness are assured, for he is considered thorough and severe in his mode of training. The first mount that Mr. Murray ever had was the mare Nora, owned by J. R. Martin, with which he was eminently successful. From that time he has won many of the big stakes at various tracks.

Some of the horses owned by the subject of this sketch, which will be remembered by Canadians, are Three Bars, the winner of several events and the sire of some winners; Dulcian, who won the Grand National Steeplechase event at the Blue Bonnets track, at Montreal; Merrymaker, the largest winner of any lepper raced over the Kenilworth track; J.G.C., who was named after the well-known turfman, John G. Cavanagh, of New York. Besides these Canadian winners, Mr. Murray has owned several good ones that are known only on the tracks of the United States. Mr. Murray has won not only success, but popularity also, by his plucky and sportsmanlike bearing.

THE HAMILTON JOCKEY CLUB

THE City of Hamilton, famous for its "ambition," has shown as much initiative and energy in equestrian affairs as in those of trade and manufacture; so that the Hamilton Jockey Club is an institution of high repute among the horsemen of the continent. It is of an honorable age for a club of that nature, going back over a score of years to 1888, when the first meeting of this Club was formed by a few prominent citizens, the late William Hendrie being the most enthusiastic supporter of the movement. He, like the majority of the charter members, lived to see the Jockey Club a flourishing association, while Mr. Frank Bruce, of the firm of John Bruce and Company, is the only survivor of the original charter members of this Club.

It was in the season of 1892 that the present site was purchased for the purpose of making an up-to-date track, and from year to year it has been improved until, at the present, it holds an enviable condition of completeness among the racing tracks of America. Taking an especial interest in events of field and turf, this Club had a first-class turf course constructed. The steeplechase field is one of the best, and many memorable records have been made over it.

The Club has a large membership, which shows an annual increase. At first, only one meeting a season was held, until the racing game became popular in the City of Hamilton, and then it was decided to adopt the custom of other Canadian cities and hold both a Spring and a Fall Meet. Some valuable stakes are won at these meetings, and there has been a steady increase in the value of the purse. In the olden days, the purse never amounted to much more than two hundred dollars, while now it is as valuable as that of the Woodbine or Montreal. Some three years ago, the Hamilton Derby was inaugurated and this has proved the attraction for some of the largest strings in America. It has, however, nearly always been won by a Canadian owner. Mr. Allie Loudon, who holds the office of Secretary, has been instrumental in placing this Club in its present position. He has devoted special attention to the comfort of the horsemen, with the result of an increased demand for stabling accommodation each Spring. The Hamilton Jockey Club has proved itself quite worthy of the Ambitious City and of its original members.

W. J. Morrison (Morrie)